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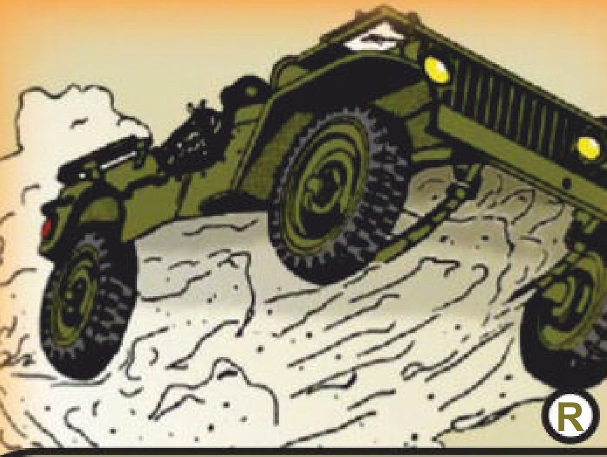

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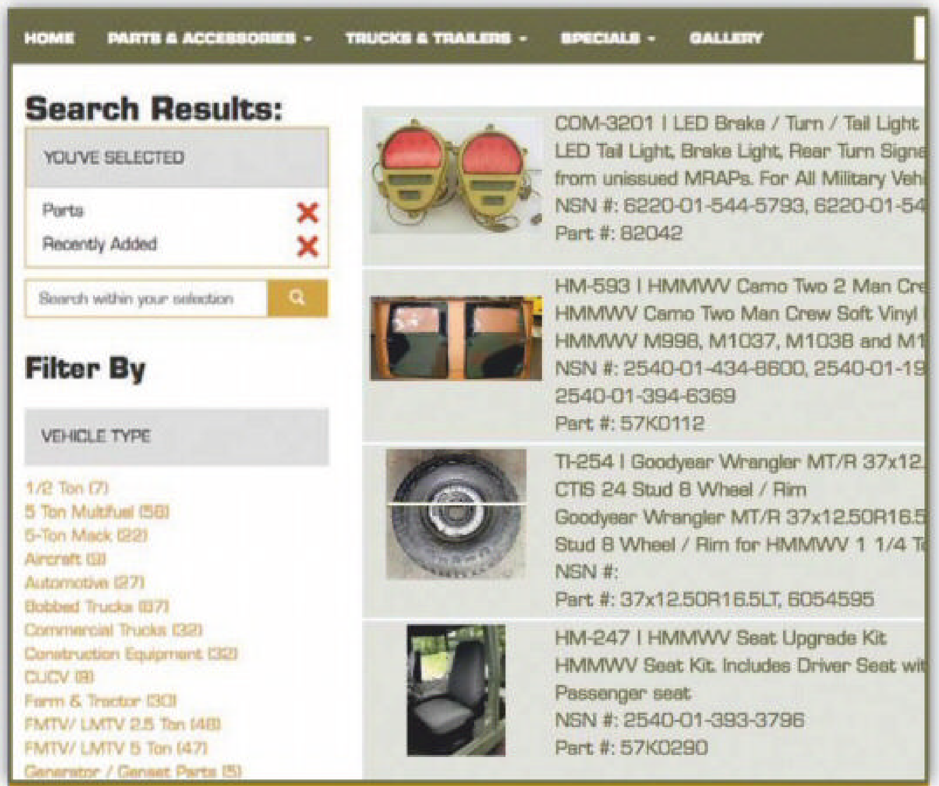

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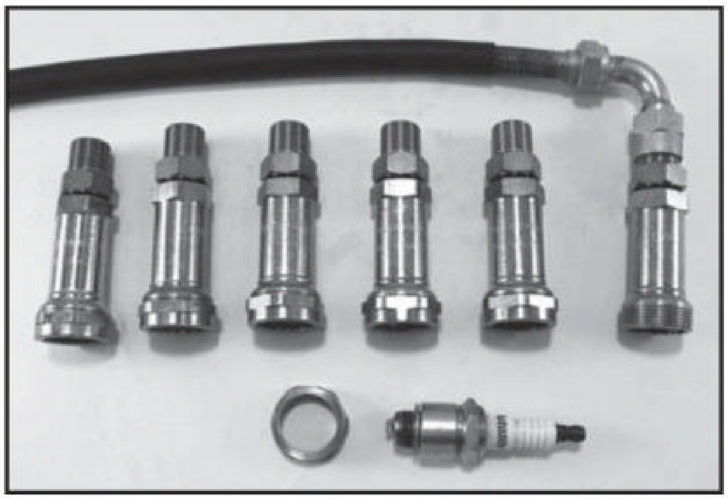

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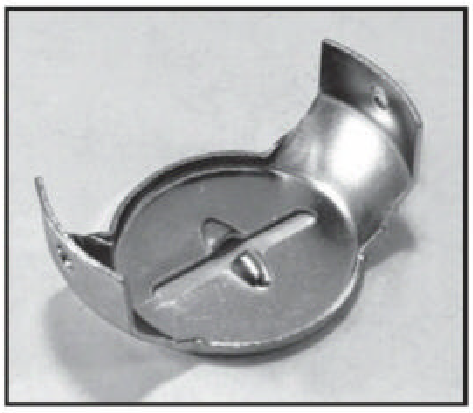

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On the Cover: Kyle Roloson and his father Allan (left and center) saved a 1941 G-506 from a slow death of rotting away in the mountains of Pennsylvania. The truck needed everything, from engine work to major body fabrication. More than 700 hours over two years went into the restoration. Read the full story on page 20.

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General Manager
Peter Miller

Publisher
Corinne Zielke

Editor
John Adams-Graf
715-781-2047, 9-5PM CST
jadams-graf@aimmedia.com

Advertising Sales Representative
Steve Madson
715-318-4018
smadson@aimmedia.com

Advertising Staff Assistant
Lisa Dombrowski
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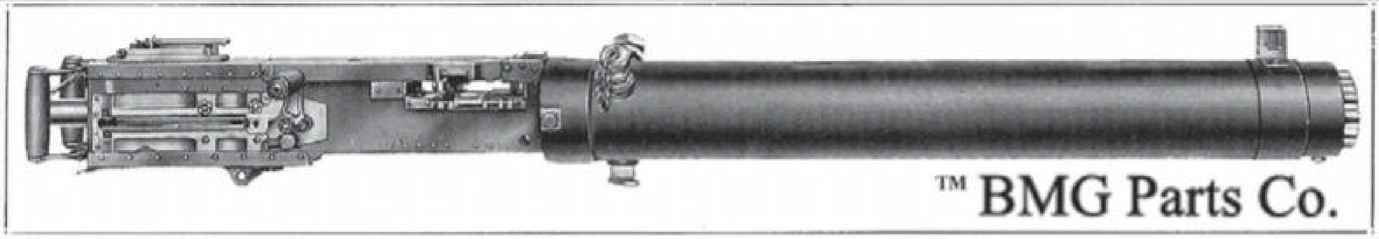

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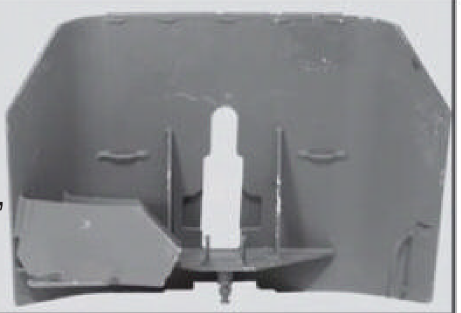
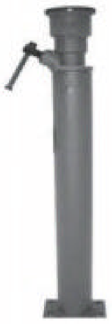
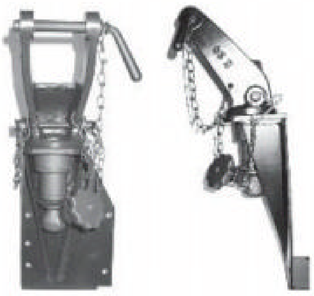


M25

M24

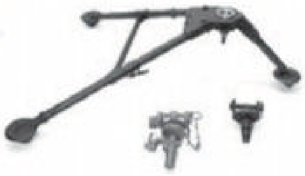
SHORT/MULE


JEEP STEP


M48/DASH

MK16 w/Stand

M1917A1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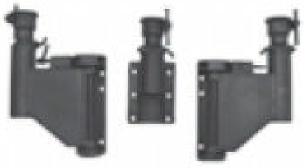
LVT2/AMTRAK

TANK/ARMORED VEHICLE

M113

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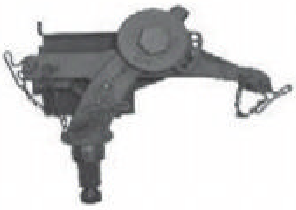
HMMWV RISER/PEDESTAL/PINTLE ADAPTERS

D40733 - 30/50

M23 WWII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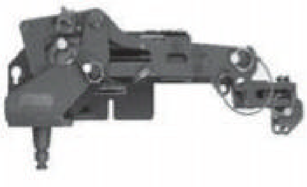
M142/M4

M142/HMMWV

D38579

M3

MK64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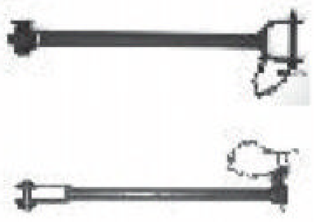
M49/M49C/M66

M113-M901

D52890

Tombstone Drum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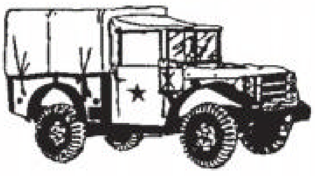

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NEWS AND VIEWS

LOCKHEED RECEIVES THAAD SUPPORT CONTRACT

Lockheed Martin's Missiles and Fire Control division is being tapped to provide work for the Terminal High Altitude Area Defense (THAAD) system. The $164 million contract modification provides for performances as part of the ongoing Terminal Field Support Contract (TFSC), with a current value totaling at $725 million. Lockheed will continue with its efforts under the TFSC which include services such as forward stationing for theater support, logistics information capabilities, post deployment software support and security and engineering services. THAAD is a long-range, land-based theater defense weapon designed to intercept missiles during late mid-course or final stage flight, flying at high altitudes within and even outside the atmosphere. This allows it to provide broad area coverage against threats to critical assets such as population centers and industrial resources as well as military forces. Work will be performed at multiple locations inside the US, including Huntsville, Alabama; Sunnyvale, California and Grand Prairie, Texas.

CONTRACT TO SUPPORT M-ATVs

The US Army is contracting Oshkosh Defense for technical support. The $13.9 million cost-plus-fixed-fee contract provides for a number of support activities on the Mine Resistant Ambush Protected All-Terrain Vehicle family of vehicles. The Oshkosh M-ATV has an empty "curb weight" of 25,000 pounds, and a Gross Vehicle Weight of 32,500 pounds, including the M-ATV objective maximum of 4,000 pounds of payload. The core of the vehicle is the US Marines' MTVR medium truck chassis, and its TAK-4 suspension, giving it a 70% off-road mobility profile. M-ATV's Super Multi-Hit Armor Technology (SMART) armor is used in theater by NATO and has since been augmented by "Underbody Improvement Kits" to improve mine protection. Work locations and funding will be determined with each order, with an estimated completion date of July, 2021.

FIRST RUSSIAN T-14 ARMATA TANKS DEPLOY

The first 12 Armata T-14 Main Battle Tanks were reportedly delivered to the Russian Army in late 2019 or early 2020.

According to sources within the Russian Ministry of Defense (MoD), 12 T-14 MBTs and four T-16 armored recovery vehicles, also known as Armata ARV or BREM-T, were expected to be delivered to the service by the end of 2019.

The construction of the assembly lines for serial production of the state-of-the-art main battle tank is now in its final stages, Sergey Chemezov, the head of the Rostec defense conglomerate announced on the sidelines of the Dubai Airshow. The equipment had already been used to build the pilot batch of the T-14 tanks, which is now awaiting deployment so that the tanks could be tested in the conditions of actual military service.

MERKAVA UPGRADE

The Israel Defense Force is aiming to launch an upgraded version of its combat-proven Merkava Main Battle Tank by 2020. The Merkava Mk.4 has been in service with the IDF since 2004. The tank is capable of carrying eight infantry soldiers, a command group or three litter patients in addition to the tank crew of commander, loader, gunner and driver. The tank is capable of firing on the move at moving targets and has demonstrated high hit probability in firing against attack helicopters using conventional anti-tank munitions. The upgraded Barak version will be equipped with a Battle Computer and Smart Helmets and is the Army's way of putting it on par with the Air Force and Navy. The tanks will be optimized for facing asymmetric threats, such as guerrilla ambushes.

The tank will include a battle computer that will process data received from sensors mounted on it, give the soldiers a real-time picture of the situation and even propose a plan of action for dealing with it. The computer will also identify enemy forces and aim the tank gun automatically. Tank commanders will have a special helmet that will enable them to see what's happening throughout the tank and also receive all the data processed by the tank's computer. The networked tank will be able to coordinate and communicate with naval and airborne forces.

FATE OF THE FORMER USS *ENTERPRISE*

The ex-USS *Enterprise* will be dismantled, but not now. Huntington Ingalls will be responsible to temporarily store and eventually tow the former Nimitz-class carrier under a $34 million cost-plus-fixed-fee contract modification.

CVN 65 was the oldest carrier in the fleet when it was decommissioned in February 2017. She was the world's first nuclear-powered aircraft carrier and the eighth United States naval vessel to bear the name. Like her predecessor of World War II fame, she is nicknamed "Big E." At 1,123 ft, she is the world's longest naval vessel ever built. Her 93,284-long-ton displacement ranks her as the 12th-heaviest carrier, after the 10 carriers of the Nimitz class and the USS Gerald R. Ford. Enterprise had a crew of some 4,600 service members.

Early in the ship's career, it was part of a blockade during the Cuban missile crisis and then joined the first nuclear-powered naval task force. The ship saw combat in Vietnam and was the first responder after 9/11.

The only ship of her class, Enterprise was, at the time of inactivation, the third-oldest commissioned vessel in the United States Navy after the wooden-hulled USS *Constitution* and USS *Pueblo*. She was originally scheduled for decommissioning in 2014 or 2015, depending on the life of her reactors and completion of her replacement, USS *Gerald R. Ford,* but the National Defense Authorization Act for Fiscal Year 2010 slated the ship's retirement for 2013, when she would have served for 51 consecutive years, longer than any other U.S. aircraft carrier.

Now, the US Navy uses the *Enterprise* as a case study to figure out the best answer to a big problem: How do we best dispose off a large nuclear-powered ship? When a nuclear-powered vessel is retiring, its shipboard nuclear reactors are defueled, the reactor vessels and their compartments are removed, encased and barged to the federal government's Hanford Nuclear Reservation in southern Washington State, and the ships' remains are cut up for scrap and recycling.

The Navy is currently looking into two options, the Naval shipyard option, and the full commercial option. A recent GAO report estimates that dismantling of CVN 65 will cost around $1 billion and won't start before 2024 or 2034, depending on the option the Navy chooses. Either way, ex-USS *Enterprise* dismantlement and disposal will set precedents for processes and oversight that may inform future aircraft carrier dismantlement decisions.

US ROUNDS FOR EGYPTIAN TANKS

The Egyptian government wants to purchase close to 60.000 120mm rounds for its tanks. The State Department is determined to approve this FMS, which is valued at $99 million. The possible order would include 46,000 120mm Target Practice – Tracer (M831A1) and 120 mm Target Practice, Cone Stabilized, Discarding Sabot – (M865) rounds; and 10,000 120mm 4th-Generation Kinetic Energy-Tungsten (KE-W) A4 Armor-Piercing Fin-Stabilized Discarding Sabot with Tracer (APFSDS-T) rounds, to replace older models and to maintain a strategic munitions inventory for its M1A1 tank fleet. Included in the deal are also 4,500 120mm Insensitive Munitions High Explosive with Tracer (IM HE-T) tank rounds. Egypt will use those rounds to arm the tanks that are currently fighting the Islamic State in the Sinai peninsula. The training rounds will be used to ready M1A1 tank crews for operational deployments. Work will be performed at General Dynamics-OTS' St. Petersburg, Florida facility,

OSHKOSH AND FLYER TO PRODUCE NEW ISVs

The U.S. Army is looking for a new Infantry Squad Vehicle (ISV) to quickly transport troops. The vehicle must carry nine fully-armed infantry soldiers, work after being pushed out of an airplane, and maintain 55mph on the road. Unlike other vehicles, the ISV will merely be a troop carrier not to use in fighting tasks.

Oshkosh Defense, LLC, announced that the U.S. Army has awarded Oshkosh Defense along with teammate, Flyer Defense LLC, a Task Assignment award under an existing Project Agreement with the National Advanced Mobility Consortium (NAMC) to develop the new Infantry Squad Vehicle (ISV).

Under the award, Oshkosh and Flyer will deliver two prototype ISVs in support of government testing and evaluation.

"The ISV program is critical in providing infantry troops with an agile means to get to and through the battlefield as quickly and capably as possible," said George Mansfield, Vice President and General Manager of Joint Programs at Oshkosh Defense. "The ISV platform will also significantly lighten the load for infantry troops, who regularly each carry over 100 pounds of gear on foot," continued Mansfield.

Flyer Defense is most prominently known for the highly successful GMV 1.1 deployed around the world by U.S. Special Operations Forces as well as the U.S. Army A-GMV, which is fielded as the interim ISV solution. Flyer Defense is the design authority and leads the build team for the two prototype ISVs which will be submitted to the government for testing. If selected, Oshkosh Defense will be responsible for manufacturing the production phase vehicles. "The Oshkosh and Flyer team brings together an abundance of tactical wheeled vehicle design and manufacturing expertise and we're very confident in our team's ISV offering," concluded Mansfield.

The ISV production contract award is expected to take place in the Spring of 2020. In total, the U.S. Army plans to procure 651 vehicles and associated hardware and services between fiscal years 2020 and 2024.

GERMANY SALES TO GULF, MIDEAST COUNTRIES

The Federal Government of Germany has authorized further arms exports to the Gulf States and other Middle Eastern countries. Deliveries go to Egypt, Saudi Arabia and Qatar, among others.

This authorization includes namely the delivery of four artillery positioning systems to Saudi Arabia, as a letter from the Federal Minister of Economics Peter Altmaier to the Economic Committee of the Bundestag points out. The vehicle-mounted radars can locate the exact source of enemy fire, enabling accurate counter-strikes. In addition, exports of 170 warheads and engines for Meteor air-to-air missiles to Qatar were approved.

According to the letter, Egypt will receive seven air defense systems made by Diehl, armed with the Iris-T SLM rocket ***(photo).*** Jordan has 385 portable anti-tank weapons from Dynamit Nobel. Prices for these deliveries are not mentioned in the paper.

In the coalition agreement, the Union and the SPD had excluded arms supplies to states that, like Saudi Arabia, are involved in the Yemen war. Exempted are already approved exports that have been proven to remain in the recipient country.

PAKISTAN ACQUIRES CHINESE A-100 MRLs

The Pakistan Army's artillery corps inducted a locally developed rocket as part of its multiple rocket launchers. The A-100 is a 300 mm, 10-tube multiple rocket launcher, developed by Beijing-based China Academy of Launch Vehicle Technology. The A-100 rocket is 7.3 meters long, weighs 840 kg, carries a 235 kg warhead, and is stabilized by spin, thrust, and stabilizing fins. It has a range of over 100 kilometers. ✪

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34079	Camouflage Forest Green	Post-Vietnam tactical vehicle base color for the 4 color camo pattern.
30118	Camouflage Field Drab Brown	Post-Vietnam tactical vehicle 4 color camo pattern.
30277	Camouflage Sand	Post-Vietnam tactical vehicle 4 color camo pattern.
30257	Earth Yellow	Post-Vietnam tactical vehicle 4 color camo pattern.
911	Flat Black	Post-Vietnam & Current tactical vehicle 3 & 4 color camo pattern.
931	Semi-Gloss Black	Primarily used for the radiator, engine accessories, & drivetrain components.
111	Red Oxide Zinc Phosphate Primer	Base coat used on bare metal.
112	Gray Zinc Phosphate Primer	Base coat used on bare metal.
219	Black Zinc Phosphate Primer	Base coat used on bare metal.
33070	Early WW II Lusterless Olive Drab	Most common color for Pre-War thru 1943. A little darker than 319 & 34087.
319	Late WW II Lusterless Olive Drab	Most common color for 1944-45. A little lighter than 33070 & without the khaki tint of 34087.
34087	Lusterless "Khaki" Olive Drab	Most commonly used on restorations throughout WWII. It is similar to 319 but with a brownish Khaki tint.
23070	WW II Semi-Gloss Olive Drab	Primarily used on Army vehicles from the end of WWII thru 1955-57. A darker olive drab with a medium sheen.
24087	Semi-Gloss Olive Drab	Primarily used on Army vehicles from 1955-57 thru Vietnam. A darker olive drab similar to 23070 but with a brownish or khaki tint.
24052	Semi-Gloss Marine Corps Forest Green	Found on various U.S.M.C. vehicles from WWII thru Vietnam.
34052	Lusterless Marine Corps Forest Green	Found on various U.S.M.C. vehicles from WWII thru Vietnam.
34086	Lusterless Olive Drab - Current Issue	Darker olive drab found on some tactical vehicles & ground support equipment.
34094	"383" Green - C.A.R.C. Substitute	Late 1980's to present. Base color for current 3 color camo pattrn.
30051	"383" Brown - C.A.R.C. Substitute	Used from late 1980's to present. Current 3 color camo pattern.
33446	"686" Tan - C.A.R.C. Substitute	Current desert color. Desert Storm to present.
16081	Gloss Navy Gray	A high gloss finish used on various Navy equipment from WWII to present.
36173	Lusterless Navy Gray	A dull finish used on various Navy equipment from WWII to present.
24533	Sea Foam Green	Typical Armor Interior color for current vehicles.
25045	U.S. Air Force Strata Blue	Standard U.S.A.F. semi-gloss vehicle color.
17925	Gloss White	Used For Markings.

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NINE-O-NINE CRASH

Editor's note: On October 2, 2019, a Boeing B-17 Flying Fortress owned by the Collings Foundation crashed at Bradley International Airport, Windsor Locks, Connecticut, United States. Seven of the thirteen people on board were killed, and the other six, as well as one person on the ground, were injured. The aircraft was destroyed by fire, with only the tail and a portion of one wing remaining.

What a terrible loss of life and history! I had just seen the B-17 along with the other planes at the Laconia, NH, airport a few days prior to the accident. Other than taking a ride, I've been through the Nine-O-Nine many times since the 1990s when I first saw it on a cold rainy day. Admission was four bucks at the time!

I had been working for an older gent and told him about the plane. He said, "I've seen plenty of them" before dropping the subject. About a week later, I got to work, and he pointed to the fridge. I saw a black-and-white photo of a B-17 crew and plane. There he was in the photo! He flew fifty missions. The name of the plane? "Shoo-shoo-baby."

But that isn't the end of the story. It turned out, parts from his plane ended up replacing damaged parts on Nine-O-Nine after it had suffered an accident. Small world, eh?

—Ken Walton

I would like to add a postscript to the article in *Military Vehicle Magazine* (Nine-O-Nine Update in "News and Views," February 2020, p. 8).

Robert Riddell, a subscriber to your Magazine, saw the opportunity to fly in the B-17. He made this one more check-off on his bucket list.

Unfortunately, he became one of the seven who didn't make it. I thought it would be nice to share the attached pictures of Rob with his restored 1942 Ford Jeep. He was a military enthusiast and jeep buddy that will be missed.

— Stanley Nieman
MSgt USAF Ret

HERMAN'S NEW YEAR'S UPDATE

*Editor's note: MVM subscriber Herman Pfauter sent the following New Year's letter to "*Relatives, Friends, and Military Vehicle Collectors/Restorers:"

First, let us wish you all a Happy New Year and good luck to you all, especially good health and a lot of fun in the pursuit of our unique hobby.

2019 was a stressful year in many respects, so I will be brief in giving you a report on some of the memorable events, focusing on our avocation.

After a rest period in 2018, the year offered a large number of remarkable events commemorating the 75th anniversary in connection with the Allied landings in Normandy and Provence.

First was Normandy which saw the largest number of participants ever with a commensurate number of vehicles. Heads of State, many official delegations, along with hundreds of thousands of people crowded into Normandy. Large traffic jams were the rule. On D-Day, June 6, the weather was gorgeous, but I nevertheless decided to watch the most important events — such as the parachute jumps or Trump's speech — on a wide screen TV in the cozy Hotel de France in Isigny, halfway between the American landing beaches of Omaha in the East and Utah in the West.

The next day, the weather changed. It became so stormy that we could not fly as planned over the landing beaches in an old C-47. These planes were not waterproof.

So we left Normandy and headed to Wiesbaden in Germany, a distance of almost 500 miles, to visit anUS Army Airfield still used today by the US forces in Germany. It took us 18 hours in my 1942 Chevrolet to reach Wiesbaden, once one of the Western terminals for the Berlin airlift in 1948/49.

Here, the 70th anniversary of this giant logistic enterprise was commemorated. Security was extremely tight and about 18 vintage C-47 transport planes were aligned on the tarmac and performed for a crowd of approximately 50,000. One of them had flown all the way from California. They were scheduled to proceed to Berlin to discharge 2,000 lbs. of candy to the kids of Berlin but the Berlin authorities denied them this show. Everyone was upset and disappointed. So, the pilots of the so-called "Raisin Bombers" decided to do it anyway, defying the Berlin bureaucracy.

After these operations, I went home but returned for another European adventure, this time targeting the largest Swiss military event near Zurich dubbed "Convoy to Remember." More than 700 military vehicles were present plus the last military cavalry detachment. In addition, 30 tanks from the US, Germany, Switzerland, and Russia were driving around in a vast gravel pit. This was the last time for this event as the area is scheduled to be returned to its original, natural state.

From there, I headed south on Swiss and French national routes to arrive on time, August 15, in Cavalaire. This was the first town on the Riviera liberated in an operation labeled Dragoon. After American, Free French and French Colonial troops went ashore, they had liberated the entire Southern coast of France in two weeks.

After participating in several commemorations, I was joined by a friend in Cannes. Together, we drove north on the "Route Napoleon," crossing into Switzerland below majestic alpine peaks such as the Mont Blanc and others.

We loaded my truck on a train through the Alps where our trouble began. My truck had performed flawlessly when it suddenly began to backfire. It finally died in a tunne,l so I let it coast downhill almost to the end of that tunnel. A kind trucker towed me the last meters to make room for about 200 vehicles that had piled up behind me. Soon, some nice cops appeared and they called the next garage that was another couple of miles down the road. I was flattered by the helpfulness of the Swiss people. They offered me food, drink, and tools in their shop. I set to work on a beautiful fall day.

First, I replaced the fuel pump. Then I rebuilt the carburetor and checked the ignition wiring and the plugs. It ran, but quit again. The only thing I did not check was the distributor. Fortunately I had my old distributor with me. I had replaced it with the same distributor that I had upgraded with a Pertronix breakerless system — a very easy job.

I installed the old distributor, and it fired up once I had set the point gap. I was elated and continued my travels to my final destination without any further interruption.

There, I checked the faulty distributor and discovered that one of the two wires from the coil to the distributor had its insulation damaged. I called the Pertronix company. Their very helpful technician told me that if the insulation was compromised and the wire touched ground, it would destroy the module. I never found the reason for the damaged insulation. Maybe, a Swiss mouse liked the color or the taste of the insulation? I will never know!

Upon my return, I also noticed some Firestone tires of my truck had developed bulges in the sidewalls — not unusual after almost 20 years and 30,000 miles! So I took my 1994 Jeep Cherokee to visit some friends and relatives I had not seen in a while.

I also participated in a commemoration of an air battle over a forgotten mountain and a small village in the southern corner of Saxony where I was evacuated from 1944 to 1945. I still remember watching this bloody encounter on September 11, 1944, when 50 planes, both American and German, were shot down over the area of the village of Kovarska. I was 9 years old then.

Finally, it was time to return home. For relaxation I had reserved a cabin on my favorite vessel, the Queen Mary 2, from Hamburg to New York where I arrived after almost 2 months in Europe.

Now we are planning for 2020. Again, we will sail from Florida to Barcelona on the Crown Princess and fly to Germany.

The Chevy needs some maintenance and new tires. Then we head towards Pilsen for the magnificent commemoration of that city's liberation by units of General Patton's 3rd US Army on May 2, 1945. We hope to be able to proceed to Prague afterwards for the celebration of V-E Day on May 8, 1945.

Best of luck to you all in 2020!

— Herman Pfauter

DIAMOND REO 5-TON TRUCKS

In 1970, I returned to Lansing, Mich., after my Army service in Vietnam and took a room a bit east of downtown. Several times a day, I would see freshly assembled Diamond Reo military 5-ton trucks driving past on the nearby streets. Many of these may have been out on road tests. Others were bare chassis, apparently being moved to other facilities for installation of bodywork. I saw both long- and short-wheelbase trucks.

Much to my surprise, the trucks tested as bare chassis were fitted with the complete engine compartment, hood and firewall, with the foot pedals dangling from the lower firewall. From there on back, nothing, except for the black-painted, twin I-beam chassis. Rather than a regular driver's seat (there was nothing to attach it to!), the driver sat on a wooden crate. He did, however, have a seatbelt.

Some of these bare chassis were stacked — up to four had their front wheels run up ramps onto the rear chassis of the lead truck. First, one, then the next, the next...

That would be a possible vehicle for someone who is not finished with the body work — if the chassis is ready and painted, just build a crate for the driver!

— David Brownell
Ann Arbor, Michigan

M123 DRIVER INSPIRED TO BUY ONE

The attached photo was posted by *MVM* on the *MVM* Facebook page and attributed to a Rick Forys. The photo was taken at "Camp Buck" in August, one of the MVPA events associated with the MVPA convention in York. I am driving Frank Buck's Mack M123 in the photo

There is an interesting back story to this. I probably made 10 laps with the M123 and M15A2 trailer combination around Frank's field, which had to be at least 10 miles in all. About half way through, a gentleman flagged me down and asked if he could ride along. It turns out he was a 20 year veteran and drove M123's in the Army. He gave me some shifting advice which made my shifts smooth as butter (pull it into gear when the rpms drop to 1800). I could tell he was really enjoying the ride. When he got out he thanked me profusely for the ride, and said "You didn't just make my day, you made my whole year!" Maybe made my year, too.

I really enjoyed driving the M123, so much, in fact, that a friend and I bought a 1965 Mack M123A1C a few weeks ago. It's a very solid truck with only 13K miles, runs good and everything seems to work. We are looking for the original military equipment that is missing and plan to paint it in the original colors.

— Jeff Lakaszcyck
Mims, Florida ✪

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Main Push Pull Light Switch	$85
Blackout Drive Switch	$25
Panel Light Switch	$25
Wiring Harness, complete	$350
Junction Block, GPW, 2-post - $10, 6-post	$14
Junction Block, MB 2-post - $10, 6-post	$12
Blackout Drive Assembly, 6V	$95
Blackout Drive Guard, High Quality “F” available	$45
Grille Marker Light, MB or GPW “F”	$75
Grille Marker Light, Willys of France Manufacturer	$30
Headlight 6 or 12V, Corcoran Brown, See-lite	$42
6 Volt Headlight, standard	$35
Headlight Bucket, MB or GPW “F”	$60

Headlight Dimmer Switch, NOS	**$25**
Horn, 6 or 12 volt, exact repro	$185
Horn Bracket Firewall	$20
Horn Contact Brush, THE BEST	$15
Horn Contact Ring, for worm shaft	$12
GPW Tie Rod End Seal Kit	$12
Trailer Socket Cover, in tool box	$20
Speedometer, with trip odometer Best avail	$165
Speedometer Cable, w/metal housing	$35

Temp Gauge, GPW or MB	**$75**
AMP Gauge	$50
Fuel Gauge	$50
Oil Gauge	$50
Circuit Breaker, 10 or 20 amp, behind dash, NOS ea.	$12
Circuit Breaker Mounting Bracket	$15
Ignition Wire Set, with suppressor	$45
Autolight Distributor	$350
Distributor Cap, NEW, Brown	$25
Rain Shield Set, early or late	$15
Taillight 6V, left or right, NOS	$85
Taillight Rubber Grommet, pair	$15
Taillight Pigtail, single or double, ea.	$15
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Manual, Installation of Bond Straps	$25

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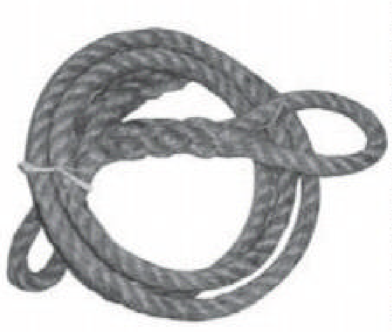

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Oil Can Bracket, plated (not painted) just like original	$18
Oil Can, French Repro	$15
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Top Bow Bracket Set, "F" available	$115
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Transmission Boot Ring	$8
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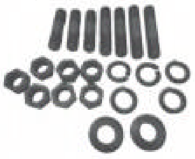

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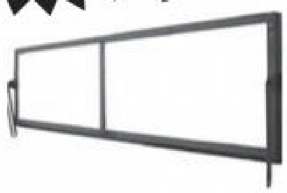

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THE JAG FILE

With John Adams-Graf

SHOULD I DRIVE IT, FLY IT, OR SHOOT IT?

Why do some think they know what is best for our vehicles and military relics?

The recent tragedy of a vintage B-17 Flying Fortress crashing and killing seven has reignited an old question: Should vintage aircraft be flown? Similarly, when a WWII-inspired amphibious vehicle sank in 2018 with 31 onboard, leaving 17 dead, many states looked at whether WWII DUKWs should be licensed. And, when someone shot a whole lot of school kids in Connecticut back in 2012, the calls came for the elimination of "assault-style" rifles that consequently led to restrictions on importing US-made WWII rifles.

As a material culture historian, I have to ask myself, "Are these proper responses to tragedies?"

SAVE THE RELICS

Two things seem to play out after a military equipment-laced disaster. First, there is the public (uninformed) outcry that the equipment was at fault: The DUKWs were not seaworthy; the planes not airworthy; or the equipment was not meant for civilian use. The response has been the same so many times, that it isn't even worth predicting. If a civilian tragedy involves a piece of surplus military hardware, the public and politicians are going to blame the hardware.

The other thing that happens is one that sort of surprises me. Some people begin discussions about the diminishing supply of historic warbirds, military vehicles, surplus firearms, or whatever else might have been at the center of the disaster. From these discussion, some come to the inevitable conclusion that people should not be using original vehicles, planes, or military hardware.

I was reminded of these two reactions after the Nine o' Nine B-17 crashed in late 2019. As I followed the details on various forums, I read many sincere condolences and expressions of "thoughts and prayers."

Soon, however, concerns about the hardware crept into the discussions. And these concerns were divided right down the middle, forming two distinct camps: "The plane was too old to be flying safely" on one side, and "What happens when there are no more B-17s to fly?" on the other.

Both are legitimate concerns, and I can't say that one is more valid than the other. Having worked in museums and around military vehicles for the past 30 years, though, I recognize that anyone who invests the vast amount of money it takes to make a B-17 airworthy, has taken all of the protections possible to protect that investment.

When you consider the amount of money in play — and we are talking millions when it comes to a WWII B-17 Flying Fortress — a museum or private owner isn't likely to take shortcuts in protecting their investment. So while the plane was nearly seventy-five years old, I suspect that its airworthiness was not in question. Sometimes, accidents just happen.

And what about the diminishing supply of original B-17s? I understand when people say they fear the day when they will read about the "crash of the *last* WWII airplane…" That may well happen, and it would, indeed, be a sad one. But before allowing that sentiment to convince you to ground all historic aircraft, let me share my perspective on this.

TWO WAYS OF THINKING

Bear in mind, I was trained to be a museum professional in the early 1980s. A big part of the training was, "Don't wear, use, shoot (or anything else) the artifact. It is "retired" and is only valuable for the visual information it can impart."

That meant, an original Civil War forage cap only had "teaching ability" on display behind glass but not on the top of my head. Similarly, this line of thinking insisted that an M1 rifle imparted more information hanging on the wall than it did kicking someone's shoulder as they squeezed off a couple rounds.

But back in the 1980s, the ranks of the professional history world were at clash with themselves. While some students of historic material culture felt their destiny was to "preserve the relics" on the other side, there was a whole other class of scholars who believed that showing the relics in use was the most effective way to impart historic information. This latter group of scholars referred to themselves as "living historians."

Back then, I fell in the latter camp. Rather than displaying my original *Luftwaffe* helmet and flight blouse on a mannequin behind glass, I put them on for weekend recreations of life in Hitler's armed forces. On one such occasion, I had a bit of a clash with members of the "other camp" of material culture historians. They confronted me and insisted that I was destroying history by wearing original goods. "Those items should be preserved!" they told me.

I took off my flight blouse up and pushed it into the helmet. I held out the bundle and said, "If you want to preserve these items, the blouse costs $110 and the helmet is $95 (remember, this was in 1981). The "preservationists" were taken aback. "We don't want to *buy* your stuff," they shot back, "You should donate it to a museum."

At that moment, I learned two valuable lessons: 1.) Don't tell someone what they should do with their (airplane, military vehicle, firearm, or whatever), unless you are willing to put up the money to buy and protect it to the degree that you feel it deserves. And, 2.), if an item belongs to someone else, you really don't have any input on how (or if) it is preserved.

MONEY TALKS

This brings me back to the internet warriors who openly voiced their opinions and condemnation about whether original WWII planes should be flown or not. While I agree that it will be a very sad day when the last B-17 is destroyed, I am not in a financial position to personally guarantee that at least one is saved for all eternity.

And should I be so fortunate to be able to fly inside an original B-17 someday and someone tells me that I should not, I guess I would reply along the same lines as I did back in the 1980s, "Your opinion matters when you have the ability to enact it. If preservation of WWII planes in non-flightworthy existence is important to you, then I suggest you either buy the planes and care for them yourselves, or make sure you give a large portion of your estate to an organization that is aligned with your opinions. "

So, until someone puts "their money where their mouth is," I say, "Go ahead. Drive it. Fly it. Shoot it. They are *your* relics.

Preserve the Memories — *John Adams-Graf, Editor* ✪

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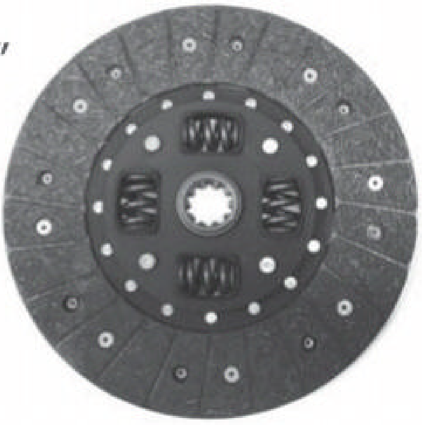

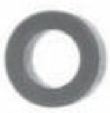

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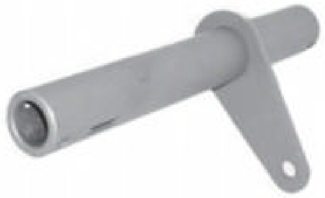

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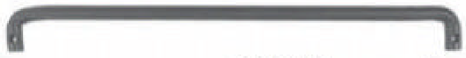

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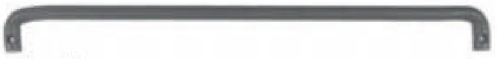

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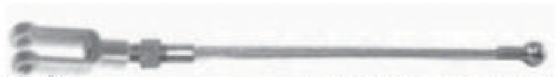

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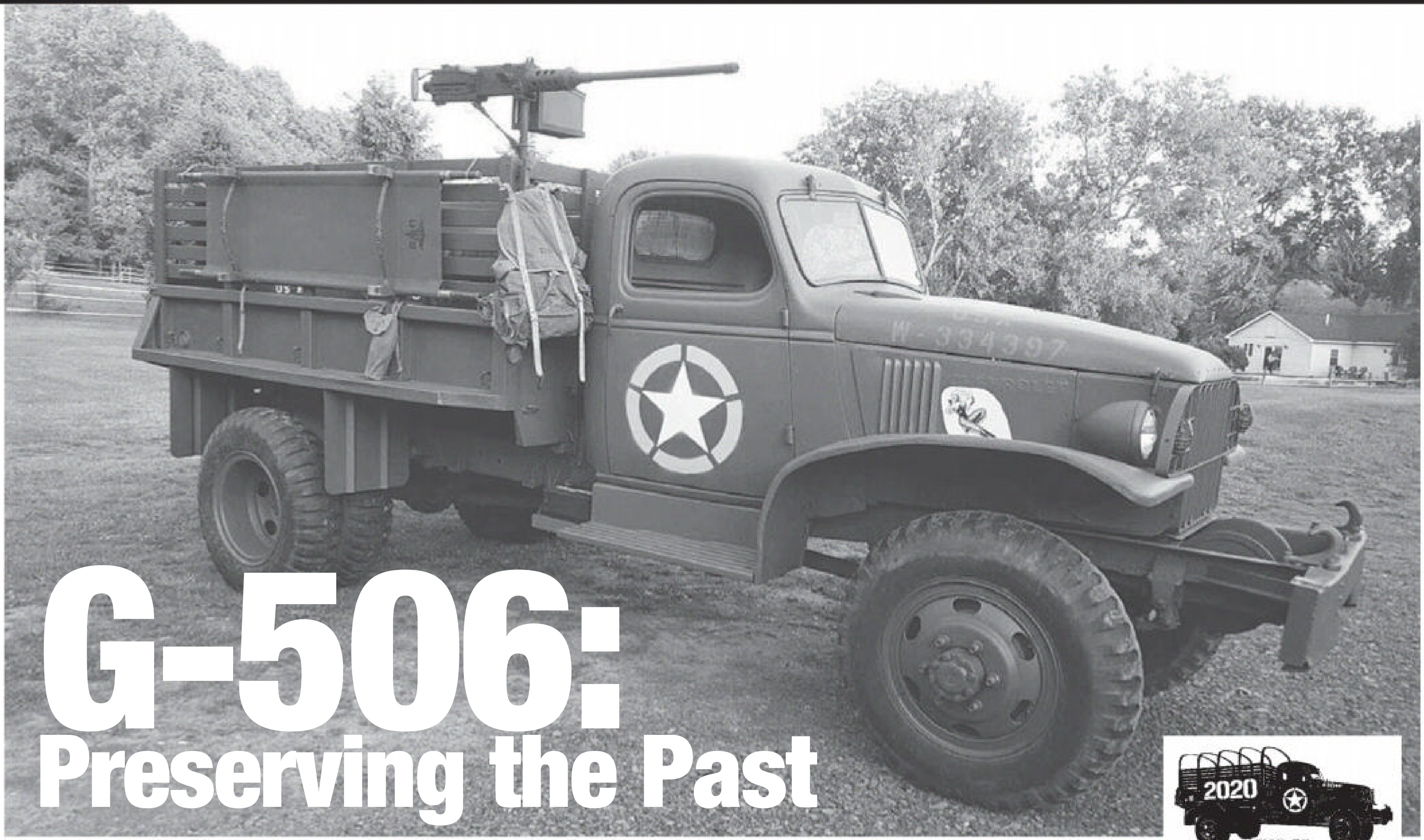
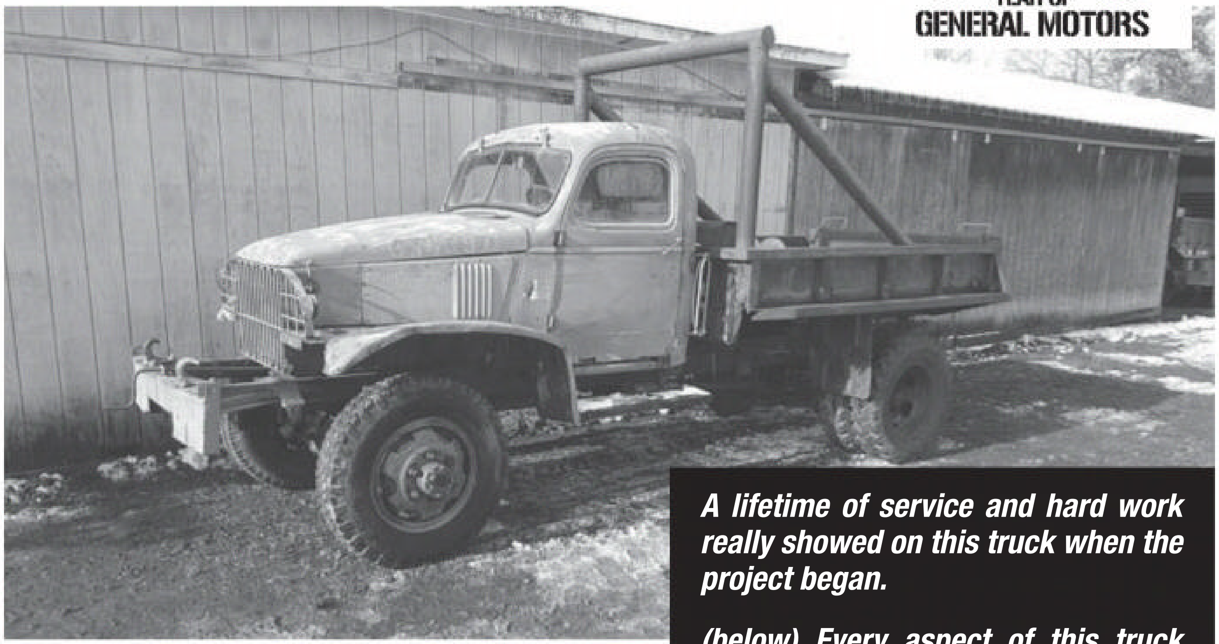


G-506:
Preserving the Past

2020 YEAR OF GENERAL MOTORS

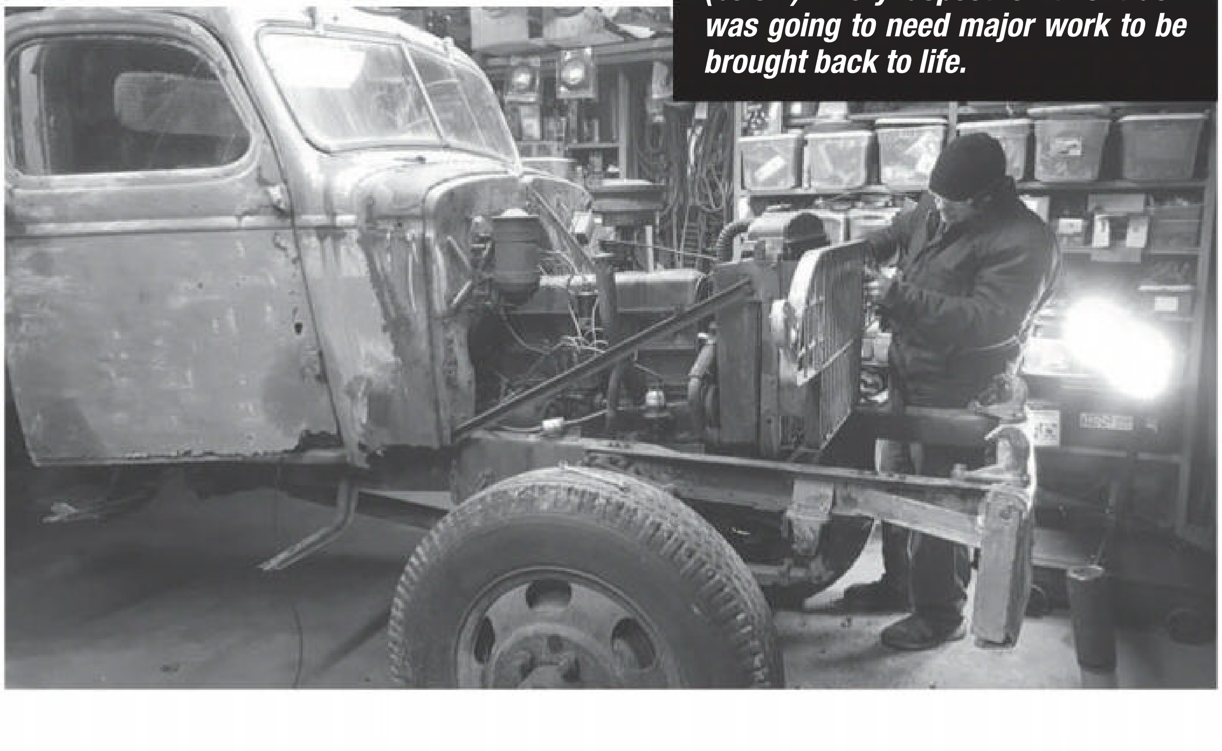
What's it all about? Kyle Roloson had a lifetime goal of preserving a major piece of WWII hardware. He believes that all historic military vehicle owners are taking over the roles of story tellers as the greatest generation fades. His G-506, "Pineapple Lady," not only honors the men and women who served in WWII, it is a conversation-starter about their service.

by Kyle Roloson



A lifetime of service and hard work really showed on this truck when the project began.

(below) Every aspect of this truck was going to need major work to be brought back to life.



"Army truck, G506, needs total restoration but complete," read the Craigslist ad that started me on an incredible journey. I always had the major goal of preserving a substantial piece of WWII history, so when the opportunity arose, it didn't take me long to act! After contacting the owner, seeing a picture or two, and warning my father about the major project he was about to be "drafted" into, I drove to Dushore, Pa., to rescue this historic piece. It was only after seeing the truck that I had purchased over the phone, that I quickly realized what, "needs total restoration" really meant!

The truck was in sad shape. It had major body and bed rot. The engine was stuck. The winch was incomplete. The windows were all broken — and that is just to name a few of the issues. The reality was, every aspect of this truck was

(left) In a few months time, good progress was gaining an upper hand. The first test drive was soon to come.

(below) Kyle (left) and his father, Allan (center) took the G-506 to the 75th anniversary of D-Day celebration at the 2019 Geneseo Airshow.

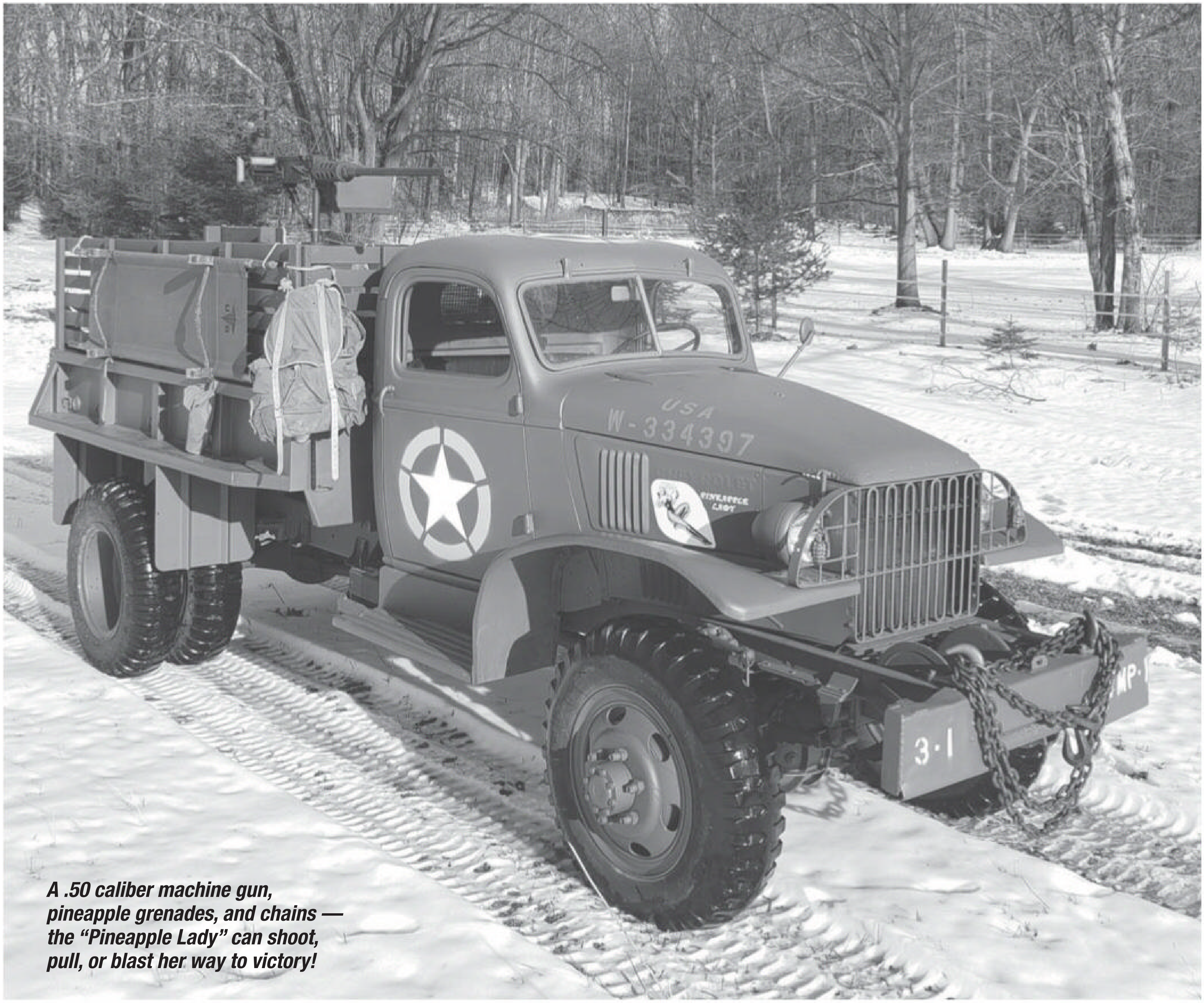
(bottom) After hundreds of hours and custom repairs, things were starting to take shape. We could see shadows of the truck's former glory!

going to need to be rebuilt, replaced, or repaired!

Amazingly, it did not discourage or slow down my passion to complete the restoration. After all, that had always been my goal

A LONG LIFE OF SERVICE

This 1-1/2-ton Chevy truck served the military into the 1950s when it was decommissioned and acquired by the Williamsport, Pa., Boy Scouts. After it had served the Scouts, a mechanic in Dushore, Pa., bought the truck in the 1960s. He rebuilt the engine and brake system. His resurrection included converting it into a recovery tow truck. He did that by utilizing the 10,000-pound winch on the front with a "gin pole" structure for the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A .50 caliber machine gun, pineapple grenades, and chains — the "Pineapple Lady" can shoot, pull, or blast her way to victory!

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cables out of the bed. The truck served in this role until the mechanic retired back in the 1980s.

The truck sat outside of the mechanic's shop until the early 2000s when it was purchased again. This time, it was going to be used for logging and off-road driving. By 2012, the truck was pretty tired and shot. It had spent every day of the last half-century outside in the northeast weather!

By the time I bought the truck and began the restoration late 2015, it was in the condition when most folks would consider it just scrap metal. In fact, what had saved the truck from the scrap yard up to this point, was its ability to continue serving someone in a useful purpose daily. This truck had backbone ... and I wasn't going to give up on it.

MANY EVENINGS AND WEEKENDS

The restoration work began with freeing the stuck engine. This involved removing the cylinder head and freeing the pistons. After that, we had the head rebuilt, before beginning the systematic process of putting the engine back together and rebuilding or replacing worn components along the way.

Once the truck was running, we were able to determine what we had — or had to repair. Thankfully, the truck turned out to be mechanically sound. This good fortune motivated us to take on the tedious task of repairing years of rotted and neglected sheet metal. After scraping off some paint layers, I discovered the truck had been built in early 1941 under a contract for defense aid.

Following many evenings and weekends, the truck was beginning to look like something. Restoration aspects included scratch-building troop seats, running boards, inner floor boards, inner bench seat, and new window tracks. We massaged rotted headlight buckets and custom-fitted new main bearings into the winch to make it operational again. For all of this, we relied on original pictures and a lot of internet research.

COSMETIC NIGHTMARE

A major challenge we faced was the restoration of the front fenders and lower engine panels. They had seen their fair share of tree collisions, road salt, and rust. We did not have much left to work with. But, after many hours of concealing reinforcements, patches, and rivets, these began taking shape.

Another challenge was deciding what to do with the "gin pole" setup in the bed of the truck. The old mechanic hadn't spared any welding when building it. We quickly solved the problem when we decided we could use some of it to serve as mounts for our mock Browning machine guns. These would give the truck muscle that we all love.

Another impediment that lingered throughout the project was the lack of ever seeing many of these trucks in person. There just are not many local sources that have knowledge about this old equipment anymore. Without *Military Vehicles Magazine* and the internet, part-sourcing and locating would have been nearly impossible. Without those tools — and the help of my father — this project would have never become a reality. I truly appreciate his help, along with the support of my mother and family. Without them, I could not have completed this project! Over a year and half, we invested more than 700 hours in making it what it is today.

WHAT IT'S ALL ABOUT

The truck bears "nose art" and the name, "Pineapple Lady" (a pin-up girl holding a pineapple-style grenade). Pineapple Lady honors everyone who served during the WWII years.

The hard work and many hours that went into completing this project have really paid off. It is extremely satisfying knowing that we accomplished doing something to remember the turbulent time in human history. Most of the first hand users of this equipment are gone — or soon will be.

All of us who restore, drive, and preserve this equipment are serving a very important role: We are continuing the story of the greatest generation. As preservationists, we are taking on the important role of story tellers. Our vehicles and equipment are the conversation-starters.

Keep 'em rolling, swimming, and flying! ✪

Many hours of hard restoration work paid off. It is an honor to own this piece of WWII history.

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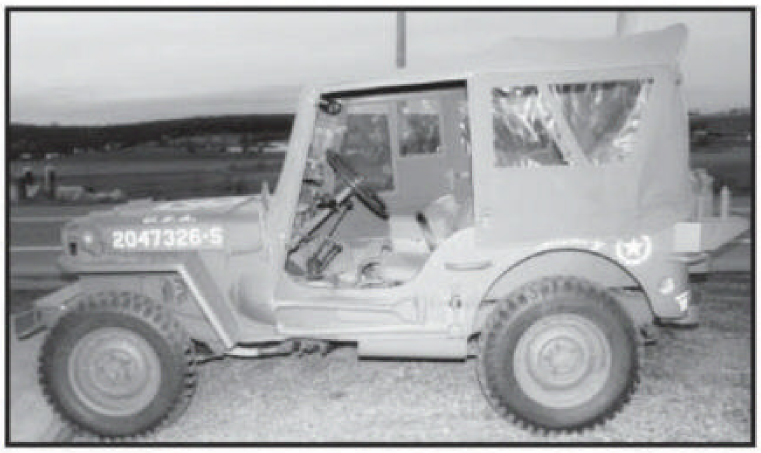

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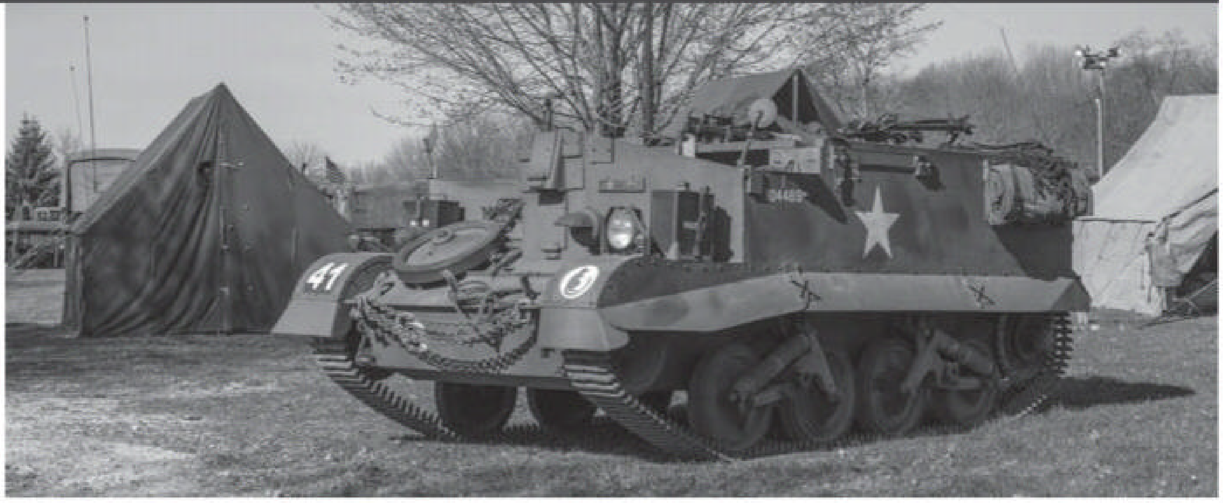

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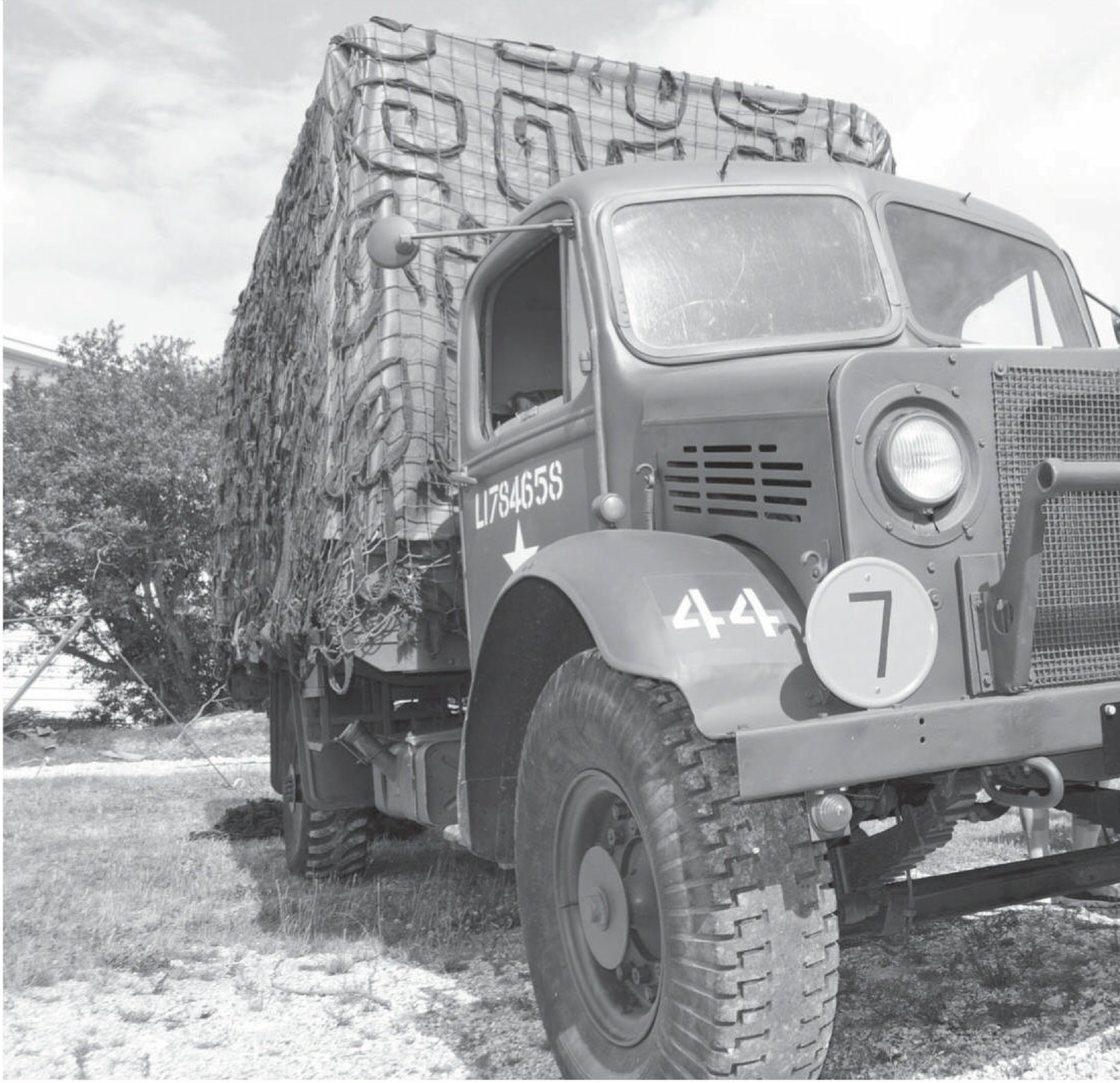


Bedford OY Lorries

by John Norris

Founded in 1931, the British motor manufacturing company of Bedford established a reputation for its designs of motor vehicles, especially its range of utility trucks. Initially, the interest came from civilian end users. But soon, the company responded as the British army re-armed and re-equipped in the mid-1930s. It had become apparent that the military would require its own production run of vehicles to meet a wide range of uses. Bedford promised to meet that need.

One of Bedford's first truck designs for the British army was a 15cwt (3/4-ton) vehicle that entered service in 1939 as

The Bedford OY was an army lorry (truck) introduced by in 1939 and built for the British Armed Forces. It was based on Bedford's O-series commercial vehicles with a modified front end and single rear tires. It was designed for a 3-ton payload. The OYD was the version used to transport troops and supplies.

The Bedford MW was a 15 cwt (760 kg) 4x2 truck that entered service just before the OX and OY series. Early MWs had open cabs and folding windscreens. From 1943, an enclosed cab with doors and perspex side screens was added. The truck had a distinctively wide bonnet (hood) to accommodate an extra-large air filter (that was never actually fitted to production vehicles). Between 1939 and 1945, Bedford produced more than 66,000 MWs.

the "MW." By the end of WWII, Bedford had produced almost 66,000 of these light utility vehicles that were adapted to a variety of roles from water and fuel tankers, radio vehicles, and even to light gun prime movers.

In the same year as the MW entered service, Bedford modified their heavier vehicle designs for military service. These included the 30cwt (1.5-ton) "K," "M," and "O" series. The military referred to these heavier vehicles as "lorries" while they designated the lighter MW vehicles as "trucks."

Like the smaller MW range, the larger vehicles proved to be versatile and could be adapted to a series of roles, especially the "OX" and "OY" models.

THE OX SERIES

The OX was a short-wheelbase version of the OY, designed for a 30 cwt (1.5 ton) payload. The OXD was a general service vehicle, while the OXC was designed (in association with Scammell) for use with a semi-trailer. There was also an armored version, the Bedford OXA.

The "OXA" was a stop-gap attempt to quickly produce a cheap, armored car. Between 1940 and 1941, Bedford produced 948 of these armored based on the 30cwt lorry. Known as the "Lorry 30cwt Anti-Tank," each carried 9mm thick armor plate and a .55-caliber Boys anti-tank rifle as well as a Bren Gun as secondary armament. It carried eight men. The regular army used very few of these, with most of the armored cars assigned to the Home Guard.

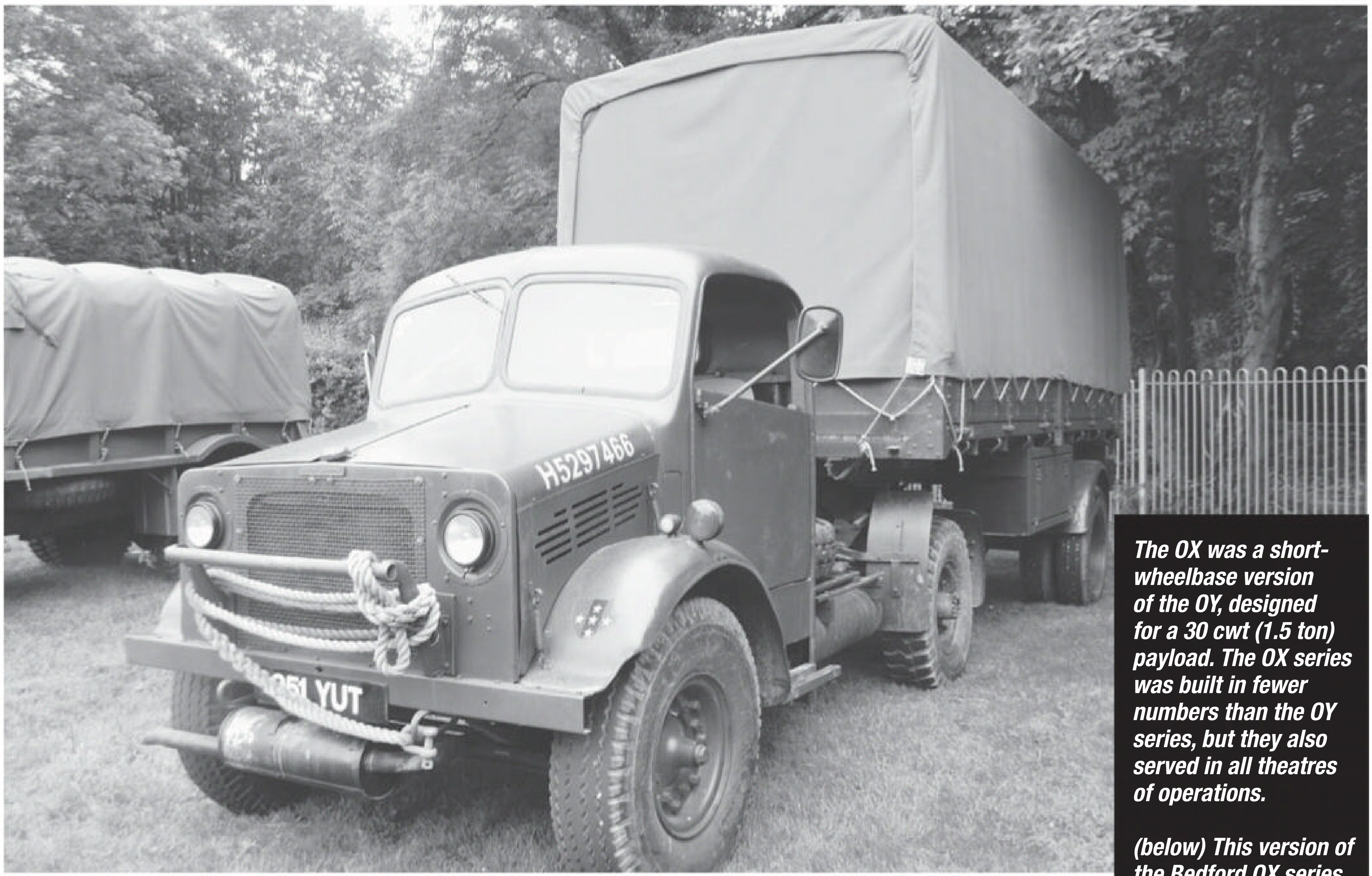
The OXD version was a general transport vehicle. It was capable of carrying troops or payloads of up to three tons.

THE OY SERIES

The OY vehicles were 4X2 drive, fitted with single tires on the rear axle, and powered by Bedford six-cylinder, liquid-cooled type WD gasoline engines developing 72hp at 3,000rpm.

BEDFORD OY SERIES SPECIFICATIONS

Engine:	Bedford 6-cylinder, type WD, 3,519 cc (214 cubic inches) displacement, liquid cooled
Horsepower:	72 at 3,000 rpm
Transmission:	4-speed
Transfer box:	None
Electrical system:	12 volt
Brakes:	Hydraulic with vacuum servo assistance
Tires:	10.50 - 16
Fuel type:	Petrol
Fuel capacity:	145 litres (32 gallons)
Range:	450 km (280 miles)
Maximum speed:	about 65 km/h (40 mph)



The OX was a short-wheelbase version of the OY, designed for a 30 cwt (1.5 ton) payload. The OX series was built in fewer numbers than the OY series, but they also served in all theatres of operations.

(below) This version of the Bedford OX series has been converted to tow an articulated trailer unit.

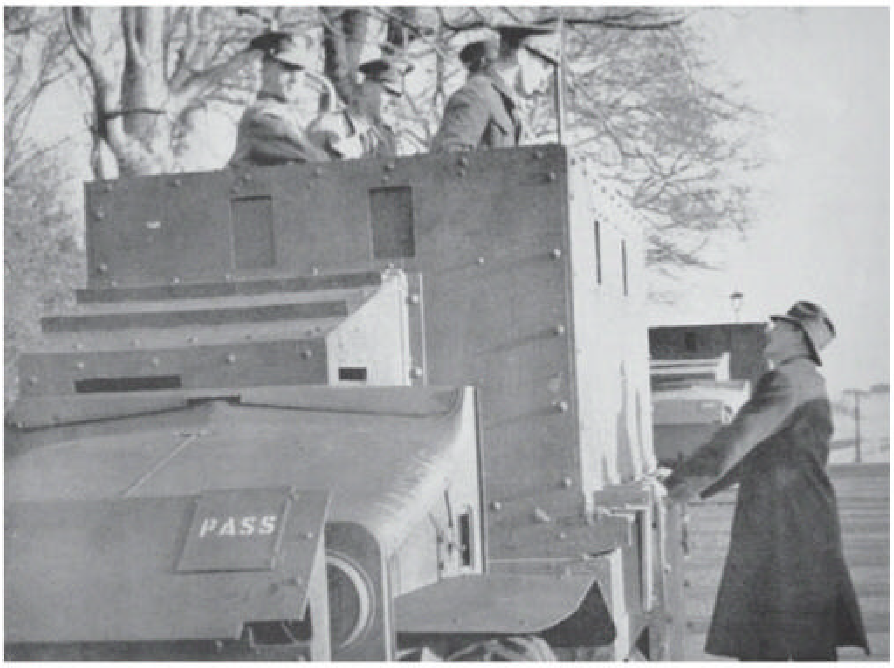
The OY lorries could reach a maximum speed of 40mph on roads. Fuel capacity was 32 gallons carried in two separate tanks mounted one on either side of the vehicle. This provided an operational range of 280 miles. Today, the OYC tankers are among the scarcest. Only four of the fuel carrying versions are believed to be in existence.

The standard OY vehicle measured 20 feet and five inches in length, seven feet and two inches in width, and ten feet and two inches to the top of the driver's cab. It could carry payloads up to three tons, but in emergencies it frequently carried in excess of this load.

The vehicle was fitted with a four-speed gearbox and was right-hand drive. The driver's cab was made from pressed steel. While the vehicle was not armed, some vehicles had provision to mount light machine guns. This involved a circular hatch being inserted into the roof of the driver's cab, over the passenger's seat. The hatch could be covered with a canvas screen when not in use. Specifications varied according to the role in which the vehicle was operating.

The OY design was divided into two main types with the OYD being a general truck for transporting supplies or carrying troops. Some were converted into mobile canteens for troops.

The OYC was a tanker version for transporting either fuel or water. As fuel tankers, these vehicles were essential for the army and the RAF. The fuel-transporting OYC tankers were fitted with a fire screen behind the driver's cab, and the exhaust was modified to divert hot gas emissions away from mixing with the fuel vapor. In the role of water tankers, OY vehicles were just as vital. To disguise their role, these tankers could be fitted with a canvas screen to give the appearance of being a standard transport version.



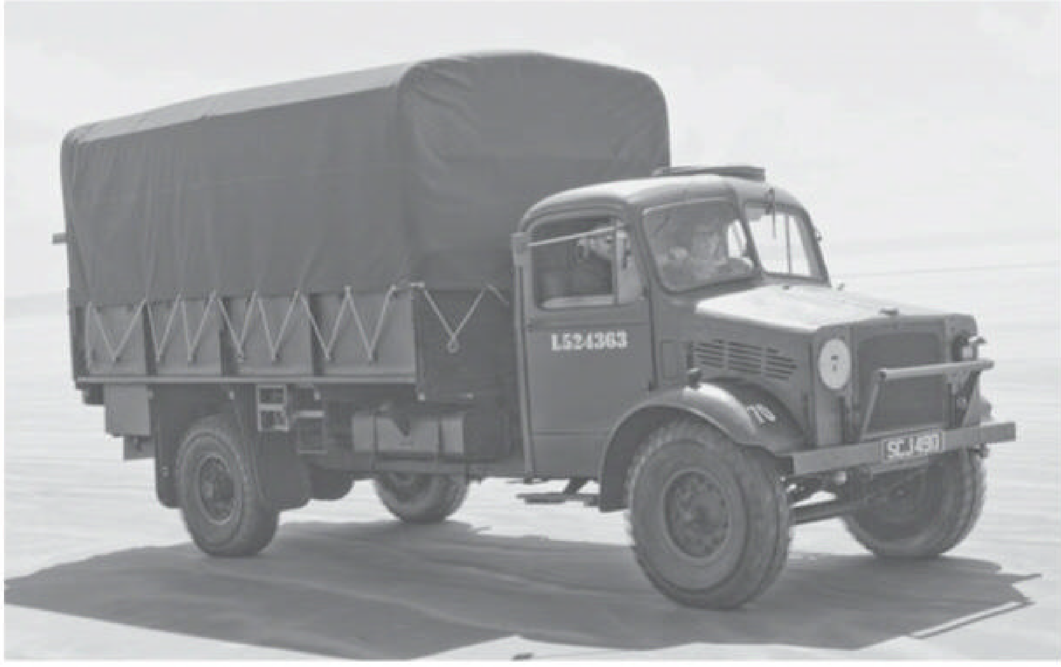
The Bedford OXA version of the vehicle was a stop-gap armored car used by the Home Guard.

The tanker unit was manufactured by Butterfields of Shipley in West Yorkshire. Initially the tanker unit had a capacity to carry 350 gallons of liquids. By 1943, this capacity had been increased to more than 400 gallons. By the late stages of the war, capacity levels had been increased to 800 gallons. This larger unit was divided into two compartments, each of 400 gallons capacity. In total, there were over 4,200 OY vehicles manufactured to operate in the role of tankers.

As with the OX range of vehicles, some OY series lorries were converted into armored cars. These were known as "Armadillos." Bedford produced 877 of these vehicles in the three marks between 1940 and 1942. Intended mainly for use by the Royal Air Force for airfield defense, the design combined a basic OYD chassis with an armored box of riveted, mild steel plates mounted on the rear cargo area. Some used wooden beams to form an open-topped box or fighting compartment measuring just over five feet in length by four feet in width. A smaller box was fitted inside. The gap between the two boxes was filled with gravel or sand. Observation slits left in the side skirts allowed troops firing their weapons.

The Armadillo carried a crew of five. Its armament consisted of a 37mm medium calibre anti-aircraft gun and a .303-inch calibre Lewis gun. As armored cars went, the Armadillo was handy for local defence patrols. The driver's cab and engine compartment were unprotected, making it vulnerable to enemy fire. Like its OXD counterpart, the OYD Armadillo was a stop-gap design that eventually found its way into Home Guard hands.

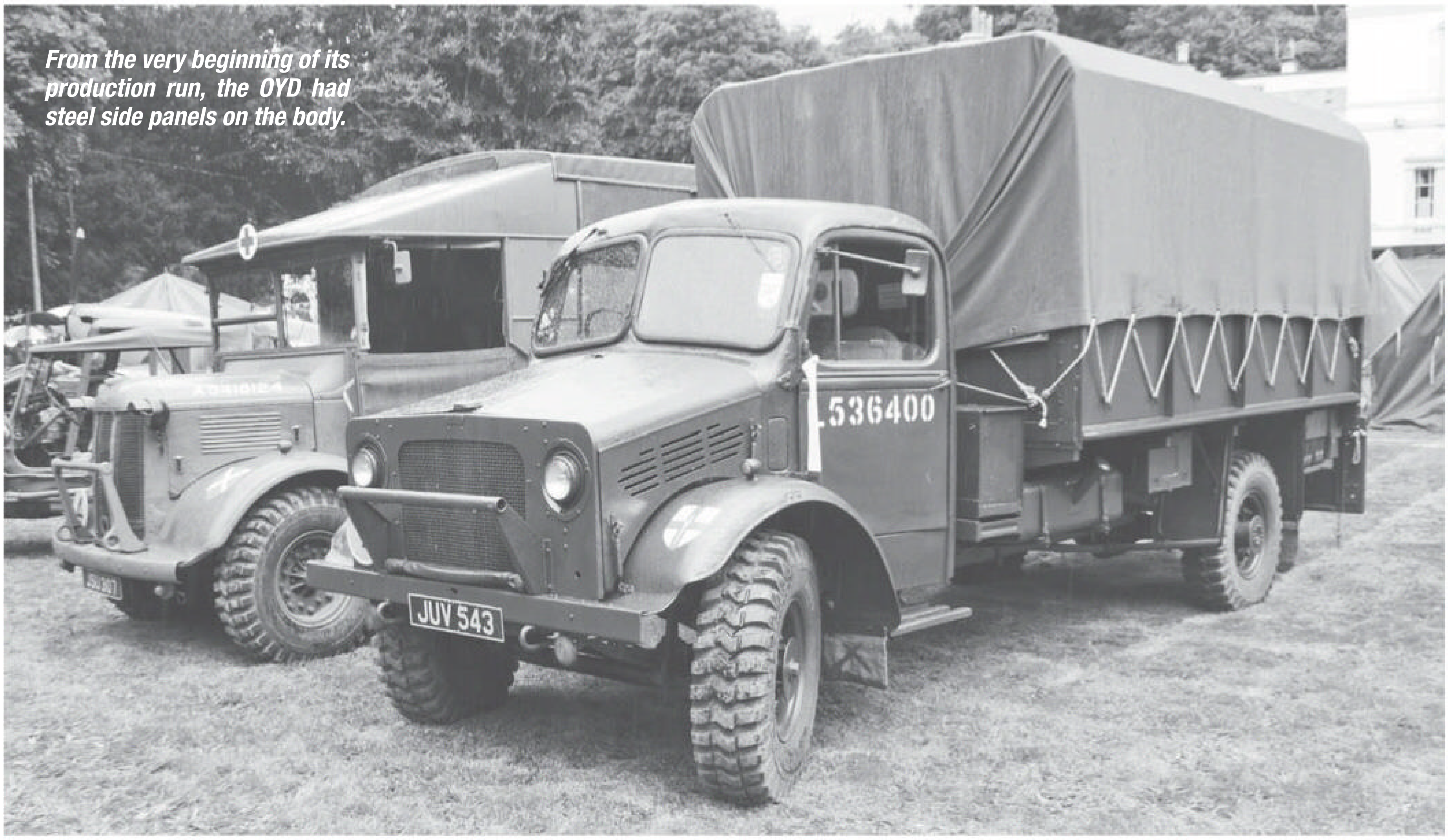
A few OY series vehicles were also fitted to serve in other specialist roles, including a version to carry field X-ray equipment for use by medical units. The Bedford OY range of trucks remained in use throughout the duration of the war, with a production run of 72,385. It was one of the most popular designs and went on to become a mainstay of the British army, being used in all theaters of the war.



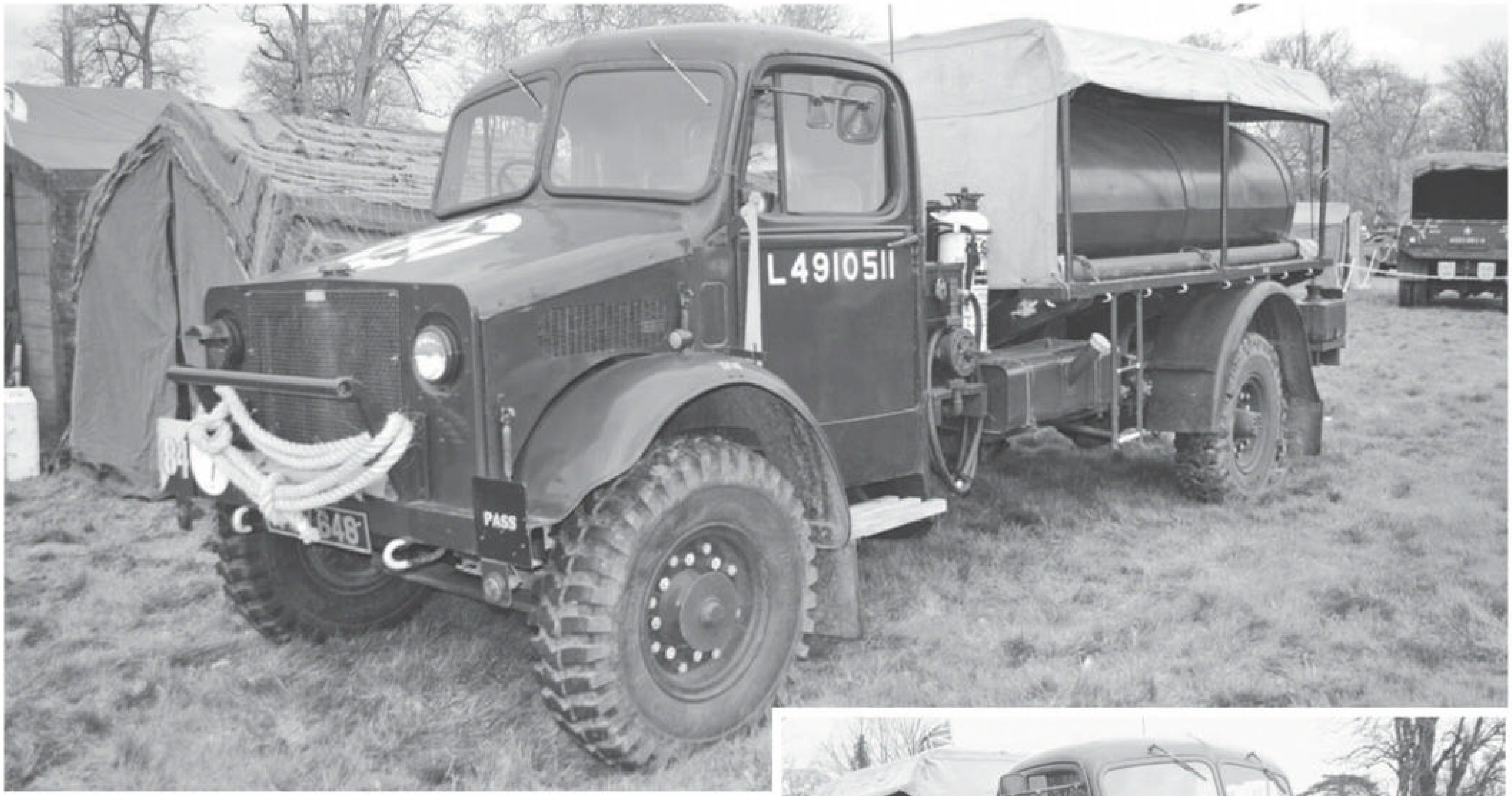
The OYD with canvas cover showing a good turn of speed. It has the opening in the cab roof over the passenger's seat to allow a light machine gun to be used for self-defence.

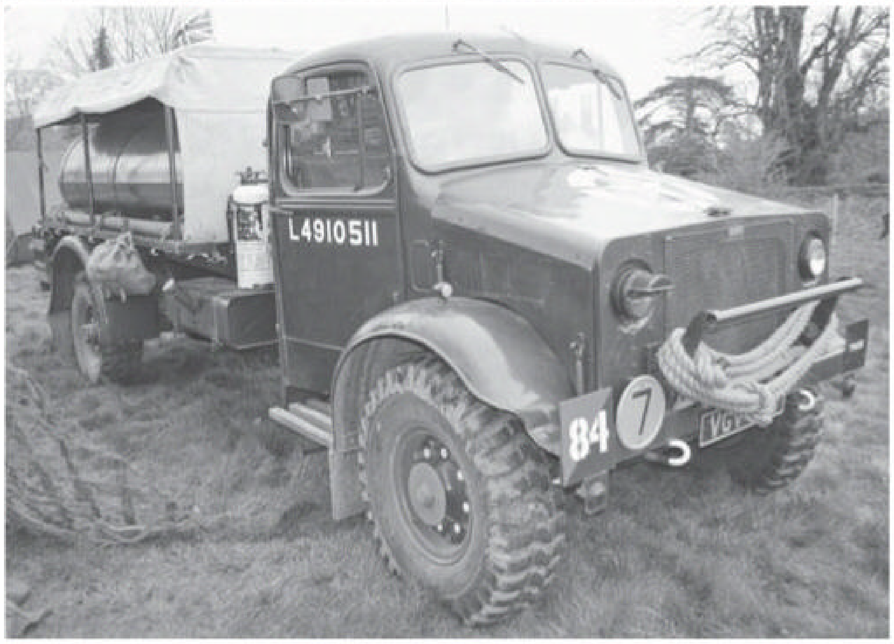
Bedford also produced a version known as the "OW." It was for civilian contractors engaged in essential war work, such as transporting medical supplies to hospitals or food distribution. Later in the war, Bedford diversified into other areas, including the manufacture of Churchill tanks, spare engines, and steel helmets.

Thousands of Bedford vehicles, including OY and OX series designs, were supplied to Russia to support the country after it was attacked by Germany in June 1941. The German army captured thousands of British vehicles abandoned at Dunkirk in



From the very beginning of its production run, the OYD had steel side panels on the body.





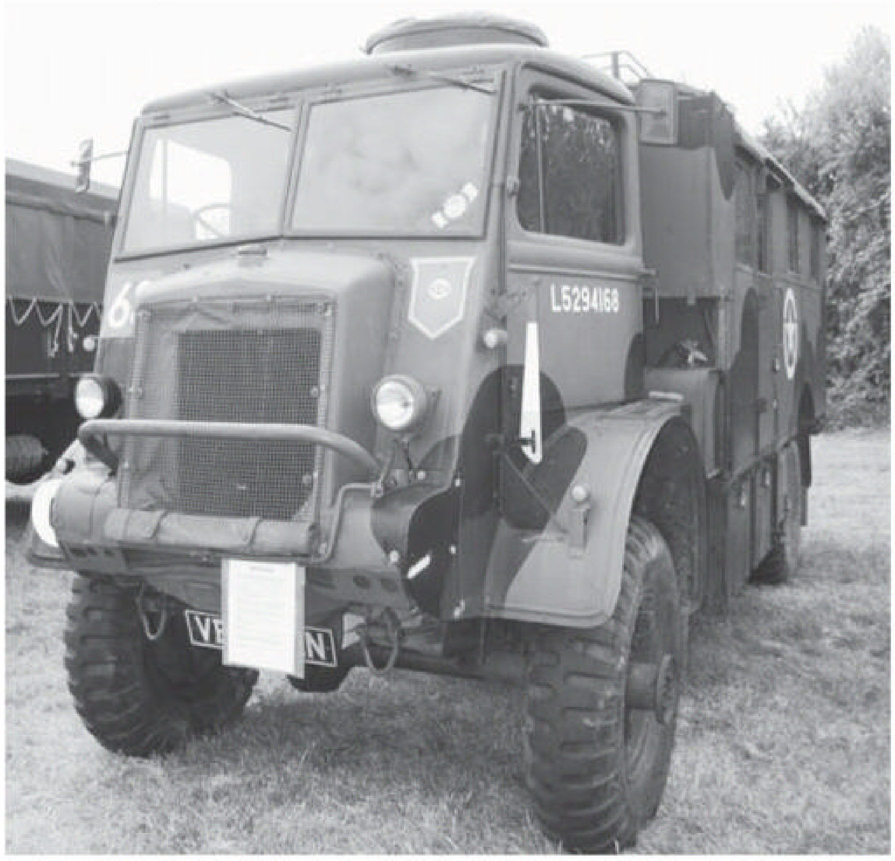
1940, including many Bedford lorries. After these were serviced and repaired, the Germans put them to work transporting supplies.

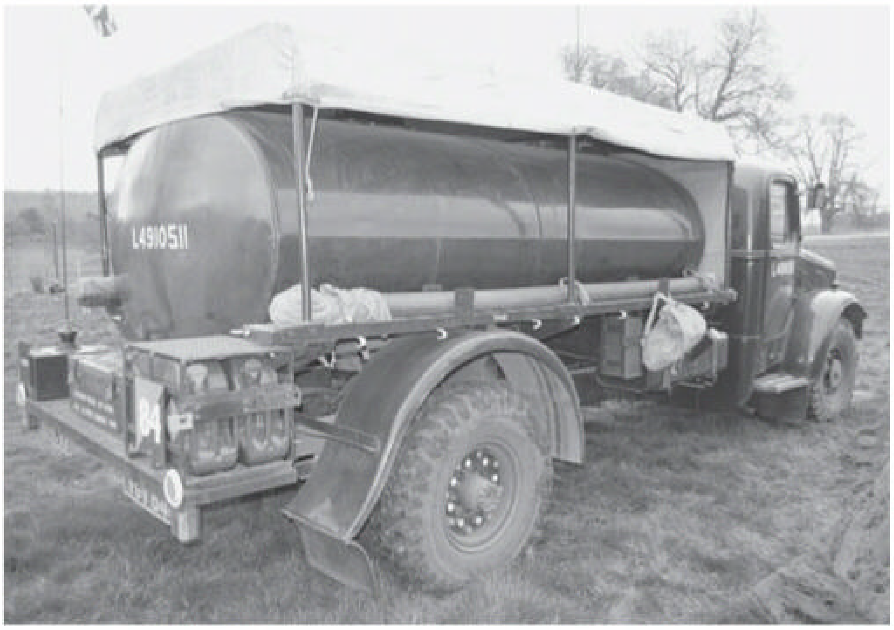
Gradually, the OY series was phased out of service to be replaced by other designs such as Bedford QL series. A radical departure from Bedford's design, the QL was a four-wheel drive, forward control lorry that entered service in March 1941. Quickly nicknamed the "Queen Lizzie," the QL served in a large number of roles, including artillery tractor, gun porter, command vehicle, wireless lorry, and petrol tanker, as well as the troop-carrying QLD.

Many of these trucks that had served with the British Army during WWII, went on to serve other forces well into the 1960s. Today, the Bedford vehicles are extremely popular with hobbyists. Bedford trucks and lorries can be seen at various military shows in the UK and even across Europe. ✪

(top) The OYC tanker with the canvas screen rolled up to show the fuel carry unit. With the canvas screen rolled down, it looked like an ordinary OYD supply vehicle.

(above) The OYC carried extinguishers in the event of an emergency.





(above) Large diameter pipes were carried to be used for bulk delivery to fuel depots.

(left) The Bedford QL lorry ultimately replaced both the OX and OY series of vehicles.

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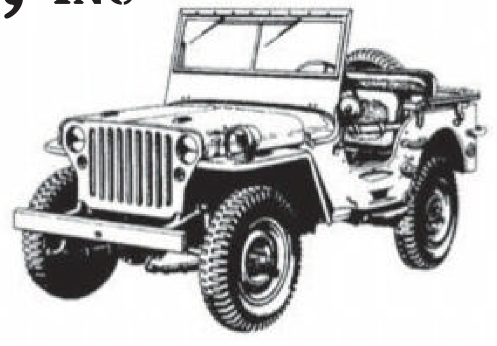

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SUPPORT, SALVAGE, AND REPAIR

by Mark Sigrist

Fellow enthusiasts and collectors of historic military vehicles (HMVs) are deeply involved in the preservation and restoration of their vehicles. So much so, we frequently neglect to think about or remember that these purpose-built vehicles' early histories may reflect some hard use and trying times before they became "historic" military vehicles.

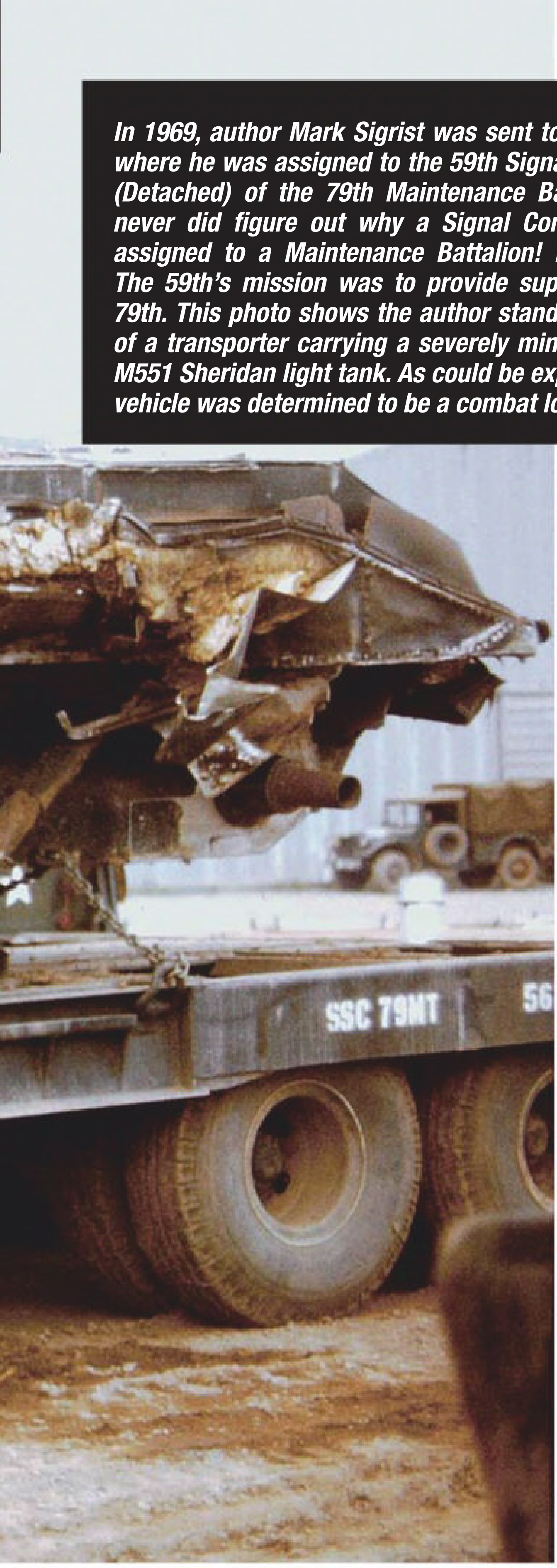
SALVAGE, REPAIR, AND REPLACEMENT

The salvage, repair, and replacement of all the items a soldier uses are major undertakings for the military, especially in harsh, combat conditions. During the Vietnam War, the U.S. military had developed an extensive support system in each of the Corps areas of the country. The III Corps' support area in south central Vietnam was largely focused at the US base at Long Binh.

In 1969, I arrived at the 90th Replacement at Long Binh where I was assigned to the 59th Signal Company (Detached) of the 79th Maintenance Battalion. I never did figure out why a Signal Company was assigned to a Maintenance Battalion. That was one of the great mysteries of military life as I came to know it.

At that time, the Company had nothing to do with signals, so I never worked my MOS (Military Occupation Specialty). Instead, my first jobs included driving an M35 cargo truck hauling priority air freight arriving in-country, spare parts, recovering equipment between Bien Hoa, Tan Son Nhut, and Long Binh, and pulling perimeter security.

Any veteran can tell you that the tour was made up of long periods of hard work and boredom, short periods of good times (now frequently thought of in a grim or black-humor sort of way), and a component of high stress and fear. For-



In 1969, author Mark Sigrist was sent to Long Binh where he was assigned to the 59th Signal Company (Detached) of the 79th Maintenance Battalion. He never did figure out why a Signal Company was assigned to a Maintenance Battalion! Regardless, The 59th's mission was to provide support to the 79th. This photo shows the author standing in front of a transporter carrying a severely mine-damaged M551 Sheridan light tank. As could be expected, this vehicle was determined to be a combat loss.

tunately, the latter was less lengthy for me than many of my friends.

The 59th's mission was to provide support to the 79th and occasionally, several other units as determined by "higher ups." At first, this was 1st Logistics, but later, USARV (US Army, Vietnam) which was, to a great extent, a supply point.

In addition to the 59th Signal Co., the 79th Maintenance Bn. included the 632nd Heavy Equipment Maintenance Company which rebuilt and tested (among other things) engines and transmissions for vehicles from jeeps up through M48 tanks; the 147th Light Equipment Maintenance Company which overhauled and repaired all forms of radio and electronic equipment; the 567th Transportation Company which usually hauled equipment and material from and to terminals such as Newport near Saigon; and the 604th Maintenance Company which repaired or salvaged just about everything from vehicles through clothing and office equipment to weapons. The 604th had a diverse mission which was achieved with support from hiring Vietnamese civilians. The local nationals usually worked 8- to 10-hour days 5 to 6 days a week. The GIs worked long days, 7 days a week.

MURPHY AT WORK

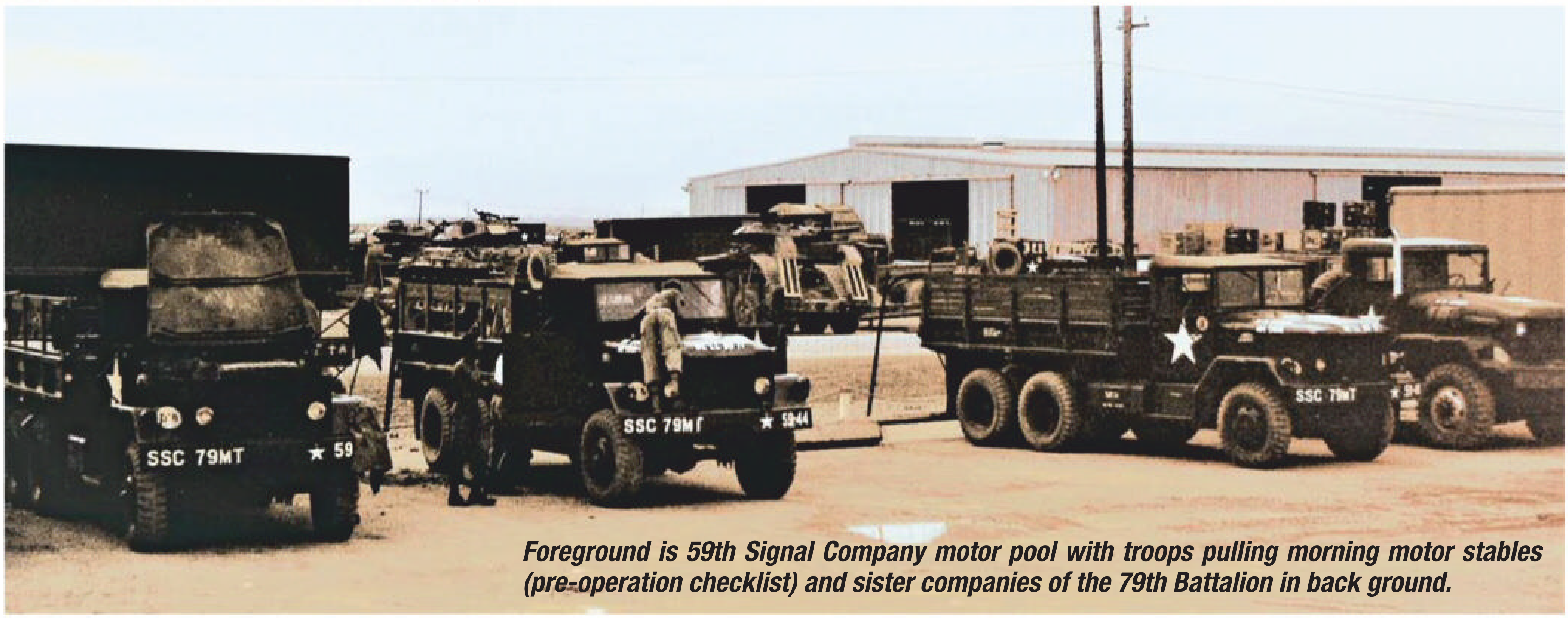
Every GI has, at one time or another, had an invisible "buddy" who seems to cause mischief and mishaps. We referred to him as "Murphy." An incident that sticks in my mind certainly had Murphy's hand in it.

I had just delivered a load of cargo to the 632nd when one of the guys showed me a new engine sitting in a shipping can with the head off. They had opened the can, installed the engine, and attempted to start it without luck. When hey pulled the head, they found Murphy's handiwork: Two pistons had mashed into the head. The new engine was waiting for a civilian technical specialist to arrive from Saigon Support Command to inspect it. The 632nd GIs were hoping to avoid filling out a lot of bureaucratic paperwork because they could not figure out how to classify it as a "combat loss."

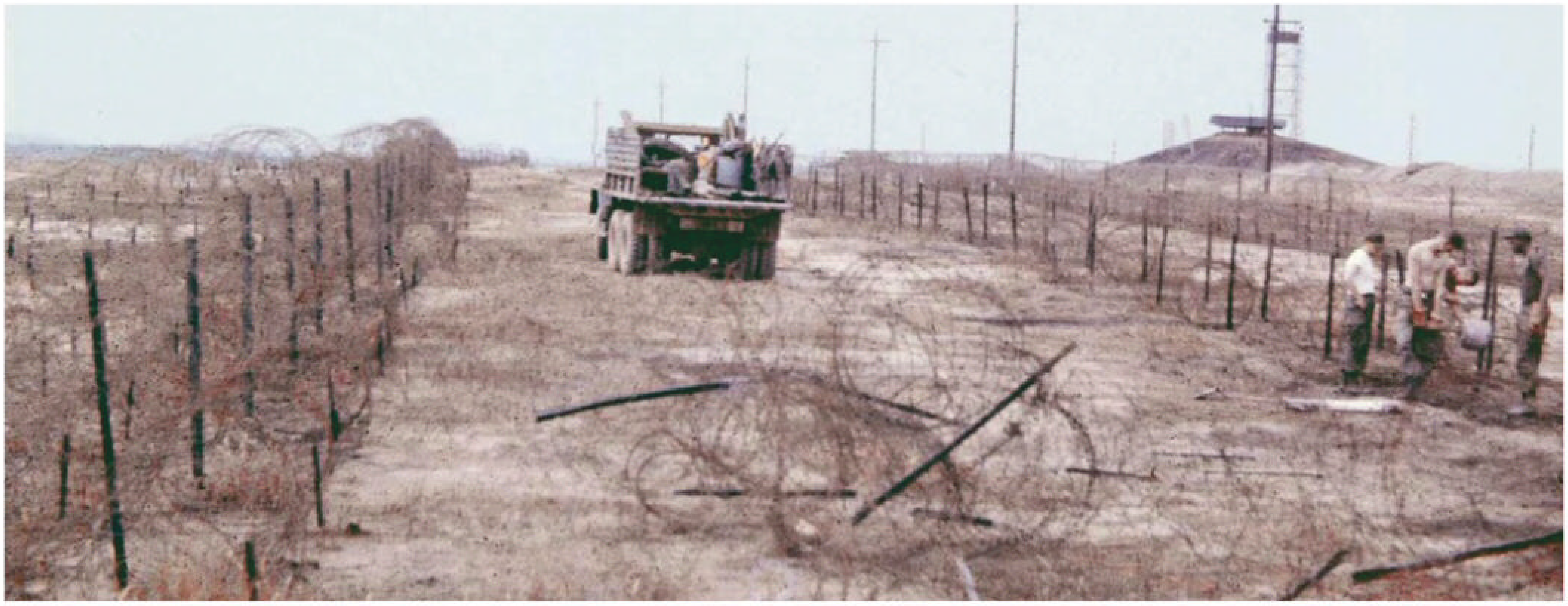
THE WHITE MICE

Rolling with a full load out of Tan Son Nhut one day, the White Mice (Q.C., Vietnamese Military Police — so nicknamed because of their white uniform accoutrements) stopped my M35 at an intersection. A clean and well-shined M151 with two passengers in brand new jungle fatigues and new jungle boots pulled up alongside. They wanted to trade me a couple of Chicom SKS rifles for the new-in-the-crate M151 power pack in my truck. Even though I was still a relatively new guy in country, I could spot what were probably CID agents trolling for new residents for the "LBJ" (Long Binh Jail — the Army interment facility in Vietnam for those military personnel doing really bad time). I gave them a finger salute and drove on.

That night, my squad mates celebrated that story with a half case of warm



Foreground is 59th Signal Company motor pool with troops pulling morning motor stables (pre-operation checklist) and sister companies of the 79th Battalion in back ground.



Long Binh Vietnam 1969, the perimeter in front of the 79th Maintenance Battalion gets a section of barb and concertina wire replaced. Note the watch tower and well dug-in bunker in background. Also note the lack of vegetation caused by hearty application of chemicals we called 'agent orange'.

Schlitz beer at ten cents for each rusty steel can. Local lore had it that the beer was shipped on cargo freighter decks in a space-available basis and subject to a lot of salt spray. Beer and soda pop were only available in steel cans. Every GI carried his trusty P38 can opener.

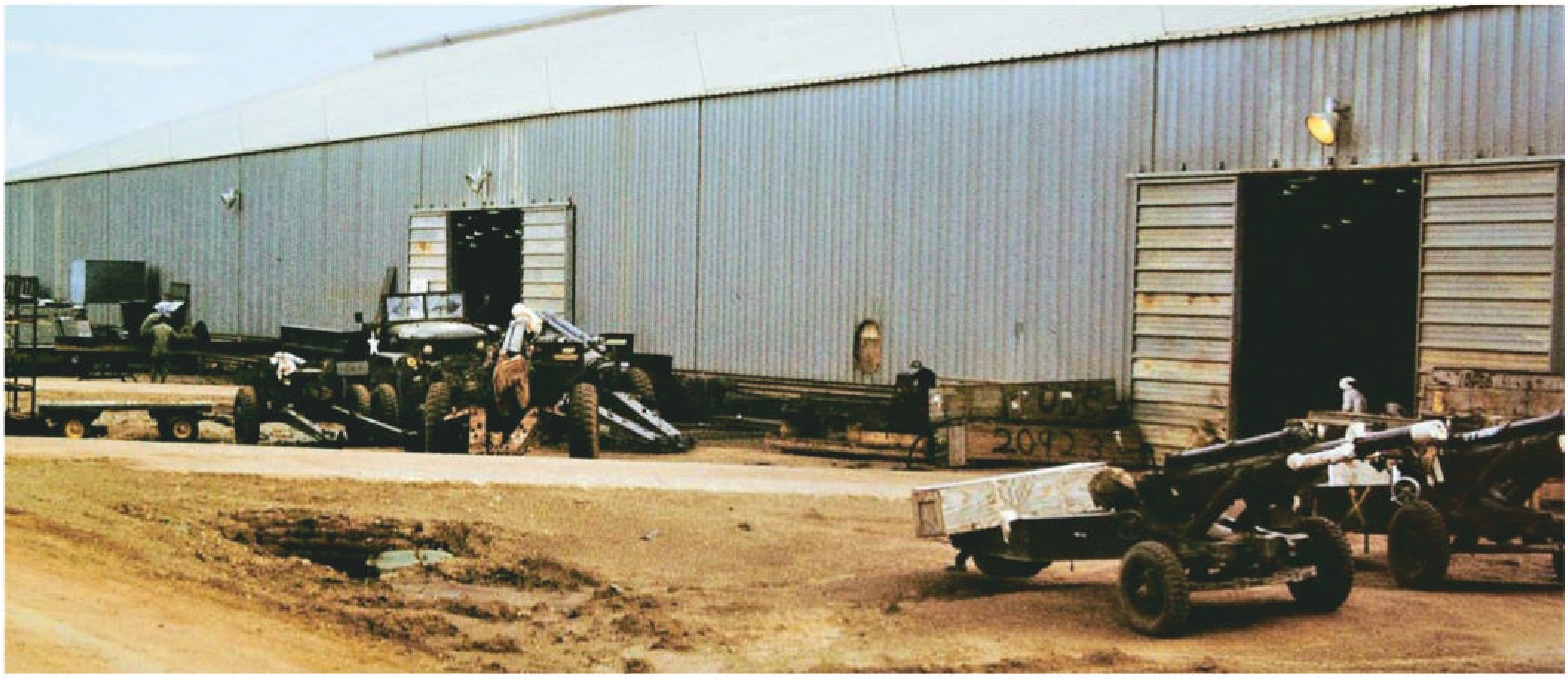
MY M35

My assigned M35 had bumper markings "SSC 79 MT * 59-48" and a 1966 date of of delivery GMC had manufactured it. A Hercules multifuel engine powered it. The exhaust pipe exited under the cargo bed about half way back. The truck had a very anemic electric horn, but I was able to remedy that after a carefully executed night raid on an M54 5-ton at the 604th.

In another case, the Company motorpool NCOIC (non-commissioned officer in charge) never made repair a flat tire after we reached a mutually beneficial agreement. He received a dozen new 9.00 X 20 tires from an "unnamed source."

Driving in rush hour traffic in Portland, LA, or Chicago can certainly be nerve wracking, but nothing compared to driving through the densely populated areas around Ton San Nhut/Saigon in 1969. Trying to keep from running over about a zillion motorbikes, Lambretta 3-wheeled mini trucks, Cyclos three-wheeled pedal-powered taxies, heavy trucks of questionable maintenance, and foot traffic while being on the lookout for potential hostile activities, have stress levels all unto themselves. Maintaining high engine revolutions (yes, the dang thing screamed like it was coming apart — this was before the whistler turbo) and lengthy blasts on my field-expedient air horn helped announce my presence must be avoided! My truck driving was mostly in small two- or three-truck convoys with an occasional single-truck trip.

One cargo mission was fortunately of short duration. I had been dispatched to retrieve a load of M48 tank track sections from where they had been mistakenly dropped off a couple miles back to the



Typical scene at salvage and repair facility in Long Binh Vietnam 1969. Two 105mm field guns, several wheeled 155 mm guns, cargo truck and supplies.

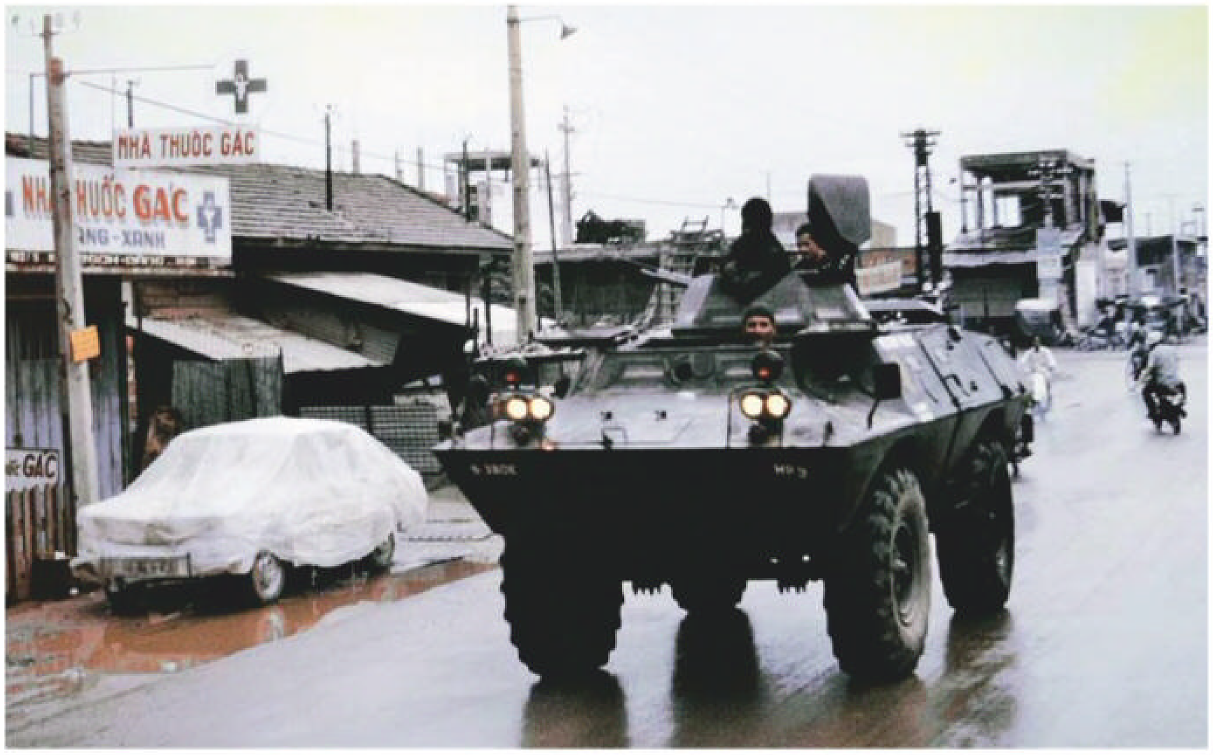
604th Maintenance. Outwardly, this was a simple mission. That is, until I arrived at the pickup spot. There were more track sections than a deuce-and-a half could handle. Regardless, it all had to be done on one load. The rough terrain forklift was only available for a few minutes.

To no avail, I protested when the tracks were loaded. The back of the bed was compressed to the frame and the nose was in the air! Very slowly, I drove back to the Company area mostly in second gear with a lot of irate drivers behind me. Making corners on the dirt roads were a challenge as the deuce was light enough on the front end that the tires wanted to skid straight ahead in the muddy road.

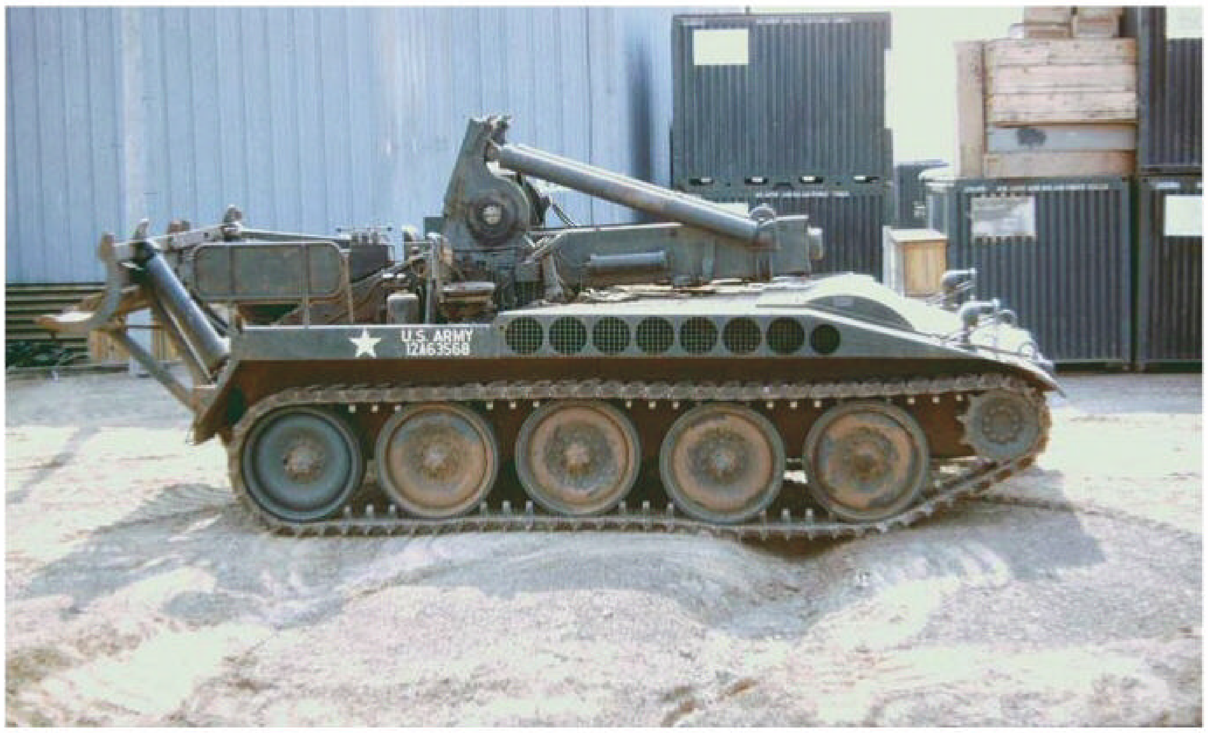
The receiving Staff Sergeant NCOIC wanted to give me an Article 15 (company level punishment) for safety and overload, but my Sergeant First Class platoon sergeant refused. The staff had mismanaged the mission planning by not sending enough trucks and having an an inappropriate forklift for loading.

THINGS GOT COMPLICATED

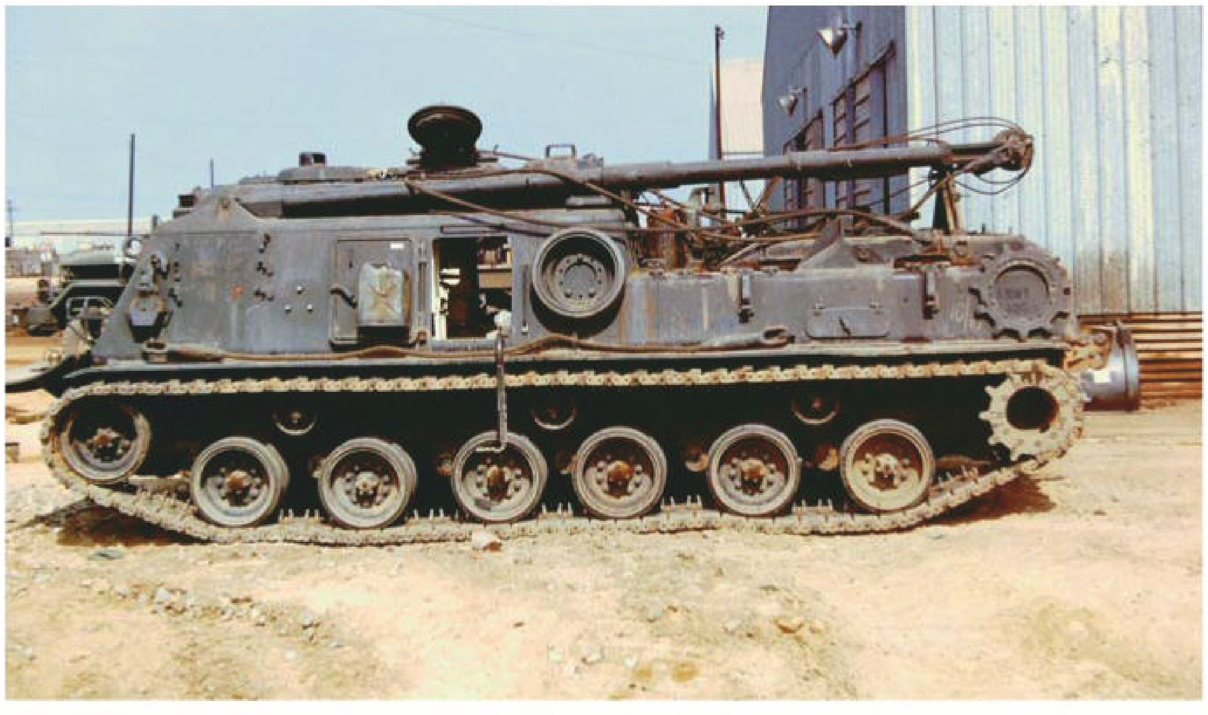
After a relatively short 16 months



US Army Military Police patrolling the major highway through Bien Hoa, Vietnam 1969 just after a monsoon rain shower. Cadillac-Gage V-100 with twin M37 machine guns in the turret.



M110 tracked gun carrier for 8-inch gun in for salvage or repair, 79th Maintenance Battalion, Long Binh, Vietnam 1969.



M88 HERCULES tracked recovery vehicle: This well-used workhorse was down for significant maintenance when I took the photograph.

A BELATED THANK YOU

During the Vietnam War, my brother Don served in a 105mm artillery unit with the 101st Airborne. His battery shot the tubes out of two of their guns while providing continuous close support on a hill that became known as "Hamburger." To continue the mission, the guns had to be airlifted out and replaced. Don could have cared less what happened to the unserviceable guns. His only concern was only that there were replacements available. Combat veterans usually had a "use-it-up-and-get-a-new-one" mentality.

Sometimes history provides some uncanny experiences. More than 45 years after Don watched the swap of those guns, I talked to a 101st veteran during the 2015 Bankhead MVPA. He mentioned he was on Hamburger Hill, so I related Don's story.

He asked me to tell Don the next time I saw him "Thanks" as all of the "danger close" 105 supporting gunfire saved his life.

Self-propelled artillery: M110 with the 8-inch gun after maintenance and a new gun tube ready to be put back in service.

Don't know the back story on these two M102 field pieces, 105 mm guns were the predominant artillery on Vietnam fire bases. Note the PSP steel planking stacked along the wall of the building as well as the boxes of unserviceable artillery gun tubes.

of active duty, my Vietnam tour became much more complicated. I was promoted to Specialist 5 and assigned the responsibility for a large squad of guys. That meant less opportunity to drive my truck.

At the time, it did not seem such a big deal, but looking back it was a lot to hang on a 20-year-old kid. My other brother Dave reminds me that times were different back then while in Vietnam. We definitely matured quickly in some facets of life while in others, we may have been more juvenile. "Little boys with big guns" can do some crazy things.

For whatever reason, I escaped my truck driving days without hostile incident, although while delivering my 1st lieutenant platoon leader to the airport for R&R, he lost a personal gear bag containing electronics and MPC (military payment certificates – the monopoly style money we were issued instead of greenbacks). It had been stolen out of the back of my truck while we were on the move. Never again did he question our demands for the additional "shotgun" guards.

RATS AND RANDOM MEMORIES

Every GI has rat stories. My best one was from the the night I was cat napping (fully clothed) in our perimeter line bunker during my "off" hour. I became aware of a heavy weight on my lower legs. Carefully switching on my red-lensed flashlight, I saw a rat way bigger than any cat sitting on me casually chewing the laces off my jungle boots. Without benefit of exercise, my heart went from zero to a hundred! That damn rat escaped mostly unharmed, and I had a lengthy conversation with my bunker mates about the need to always be "situationally aware."

Here are some random remembrances and thoughts about my Vietnam experiences:

*Upon arrival "in-country" and exiting the airplane, the heat, humidity, and aromas hit you has if you walked into a wall Until becoming acclimated, it seemed as if you could not drink enough water to make up for the sweat.

*There is no easy way to break down and change a 9.00X20 deuce-and-a-half tire with hand tools.

*Reconstituted powdered milk and eggs are hardly palatable, but preferable to the alternative. They can be eaten with gusto when you are hungry. And, warm, red Army Kool-Aid is better than warm purple Kool-Aid.

*Always take the 0400 to 0600 watch, especially when you are not sure your guys can stay alert.

*After a diesel-engined, rough terrain forklift runs out of fuel, do not prime it with mogas (motor gasoline).

*A size "large" flak jacket is not nearly large enough for a 225-pound guy who is well over 6 feet tall. Related to this, you *can* get lower to the ground if your shirt buttons are not in the way!

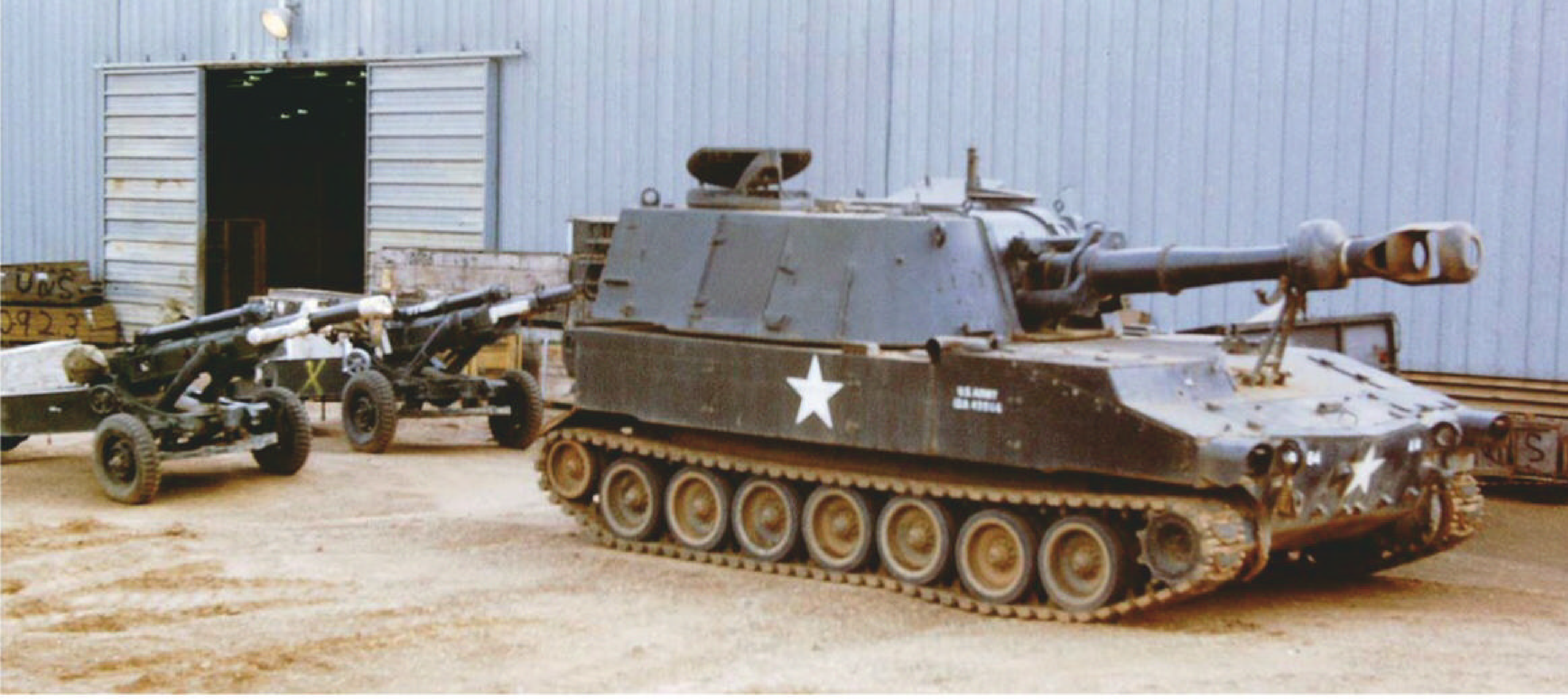
*The 1400 rule: An anti-malaria pill taken at 0530 will cause a trip to the latrine can at 1400 hrs. A clear sky in the morning during monsoon season will cause a rainstorm at 1400 so heavy that you cannot see your hand held out at arm's length.

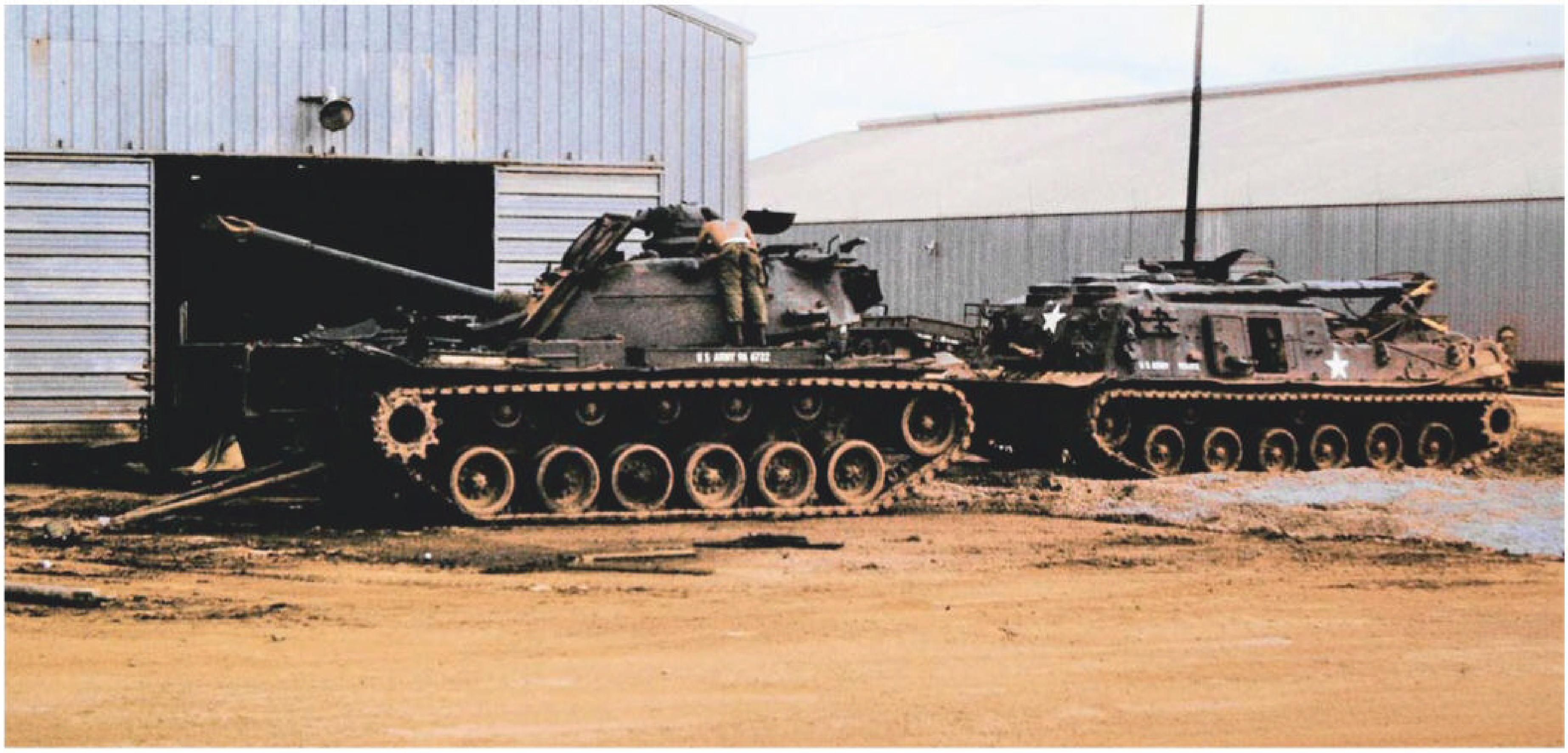
*A quick note inserted here could make some graphic comments on the practice of burning those latrine can contents, but you already get the picture!

*That inch and a quarter by one-foot long aluminum tube hand launched parachute flare will travel nearly twice as far if fired from an M79 grenade launcher.

*In early 1970, pallets of 1947 date-stamped C-Rations were still working through the supply system to hungry GIs in Vietnam. The "green eggs and ham" were still as bad as the 1967 production.

*Under some circumstances, red trac-

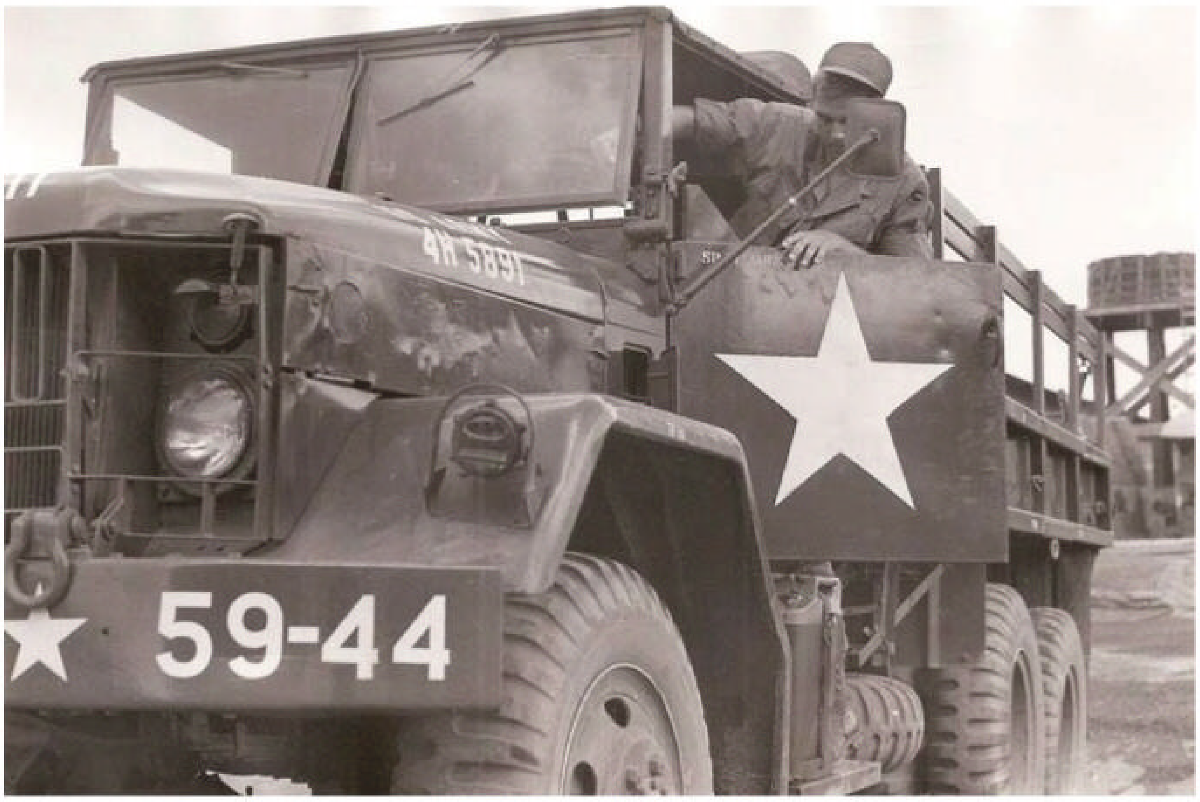




(top) A pair of M102 105 mm field guns and an M109 self-propelled 155 mm gun.

(middle) 79th Maintenance M88 retriever and M48 tank being serviced Vietnam 1969. Note the tow bar attached to the front of the tank.

(bottom) Author climbing aboard to move 59th Signal Company's vehicle number 44, M35 assigned to Specialist Jarmillio. Note the collapsible water blivit on elevated platform in the background that was filled by a tanker truck from the potable water point.



Direct Exchange facility for tires at 79th Maintenance Battalion in 1969 Vietnam. Note both new and used tires stored by size. Other supplies delivered in wooden boxes and metal cans in the back.

ers can be as terrifying as green tracers.

*ARVN military police directing traffic at a busy hamlet road intersection can — and will — draw and fire their weapons if cross traffic does not stop on their command.

*Heavy application of chemicals that we called “Agent Orange Defoliant” killed about every green thing it touched.

*Heavy aerial applications of Malathion by C130 spray planes does not significantly reduce populations of mosquitoes.

BATON ROUGE

Isuzu bus driven by PFC Willis and Spec 4 Larson from Baton Rouge to transport Vietnamese civilian workers to and from work at the 79th Maintenance Battalion at Long Binh, Vietnam in 1969. Note heavy screens over side windows to prevent entry of hand-held explosive devices.

*The application of the bug repellent in the little green Army bottles will melt plastic watch lenses and eyeglasses frames, burn your eyes, and make you believe that you have become sterile.

*If your training and early experiences was with an M14 rifle in 7.62mm you know that it is superior to the M16 in 5.56mm, no matter how much you shot the M16. But damn, you could carry a hell of a lot more 5.56 ammo!

*Relatively close impacting artillery hurts your ears and your bones and makes your insides feel mushy, no matter if friendly or not.

“Local lore had it that the troops in the activated National Guard 105 battery were more accurate than the ARVN or regular Army batteries in our area. Regardless, impacting artillery is never “friendly.”

*LOH and Cobra helicopter hunter/killer teams were dang impressive, and those LOH guys had BIG stones.

*Nothing can be finer than Spooky laying down a water hose-like buzz saw of fire at night out in front of your position.

*Large green lizards in Vietnamese houses or businesses may be considered good luck or a sign of favor from departed ancestors. More than once, they startled the heck out of me.

*Killing of a large cobra in the next-door bunker does not equal relief that it won’t not happen in your bunker. True or not, Murphy guaranteed that they traveled with their mate.

*The women nurses at 24th EVAC hospital did not get enough respect or credit for all they did for the troops.

*Little wild deer-like animals can trot through multiple layers of tangle foot, rolls of concertina and razor wire, and barb wire fences with enough noise to make you think you are on the receiving end of a major VC probe.

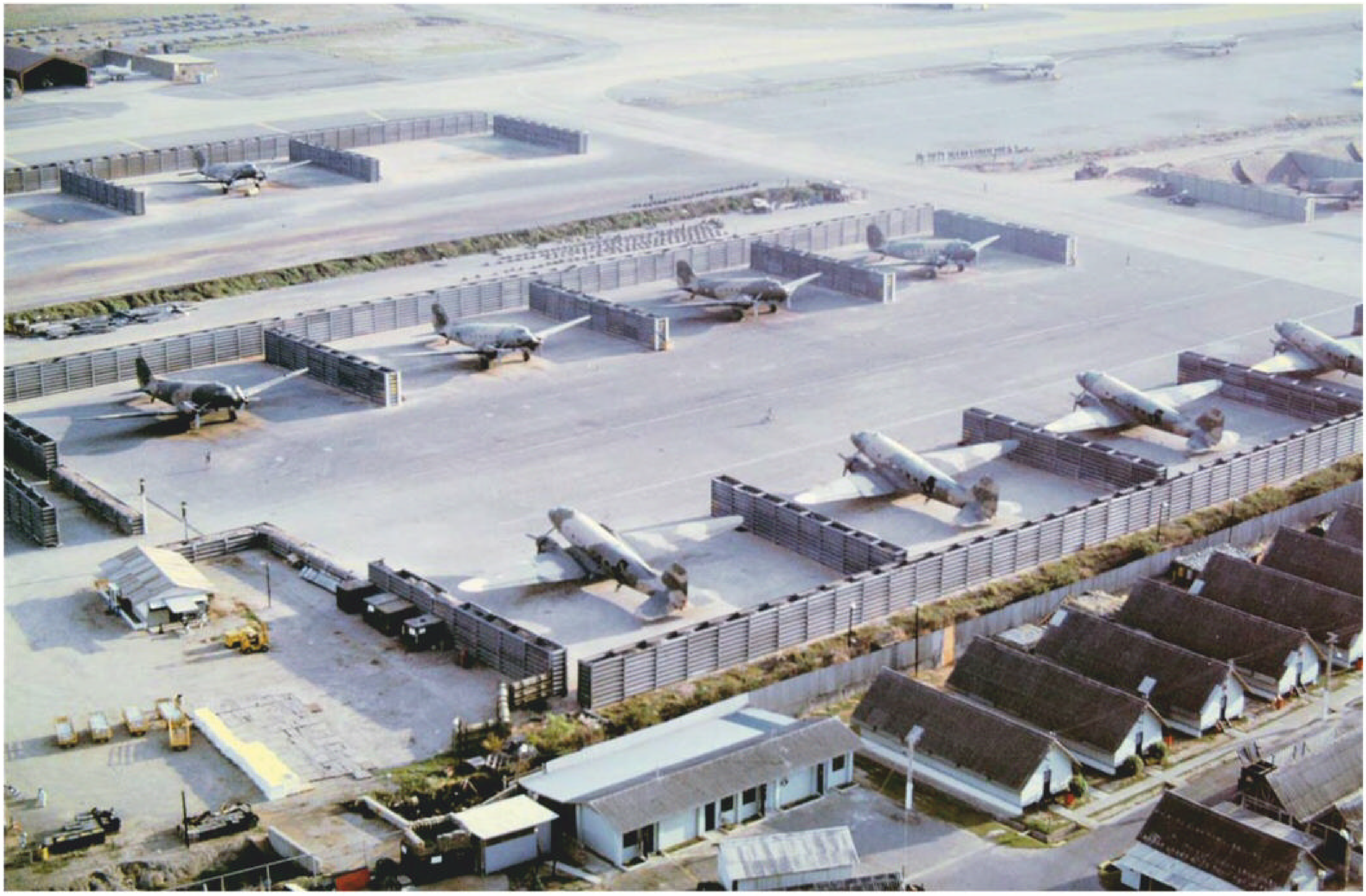
*A brand new AN/PVS-2 Starlite scope is a wonderful thing. It provided a green world where we could see all those things that were invisible before. That lasts just a long as you can keep some idiot, bored troop trying to stay awake from using it to stare at flares and burning out the sensitive receptors.

*At 0300hrs in the Company area, popping CS gas (a type of tear gas) to check reaction (the subsequently stated reason) of the troops is not extraordinarily funny, no matter what our drunken 1st Sergent thought as he stood holding two Budweiser cans in one hand and the canister pins in the other.

*Nearly a minute of the ground tossing and shaking is not an earthquake if you can see a very long line of flashes and smoke/dirt in the air followed by a deep rumbling sound. It is a large B-52 strike.

*That little packet of paper in the C-Ration box is not nearly large enough, especially when those pesky internal bugs are active. That little packet of cigarettes is not an equal trade.

*Promotion to E-5 was, by and large,



Aerial view of a portion of Tan Son Nhut airbase showing C47 aircraft in revetments and Airman barracks, Vietnam 1969.

a good thing, but the pay was still not much. I received about $350 per month (tax- free) and that included the "Combat Pay." It could go a long way, however, when buying ten cent beers and soda pops and twenty-five cent cans of Van Camp's beanie weenies to supplement the chow.

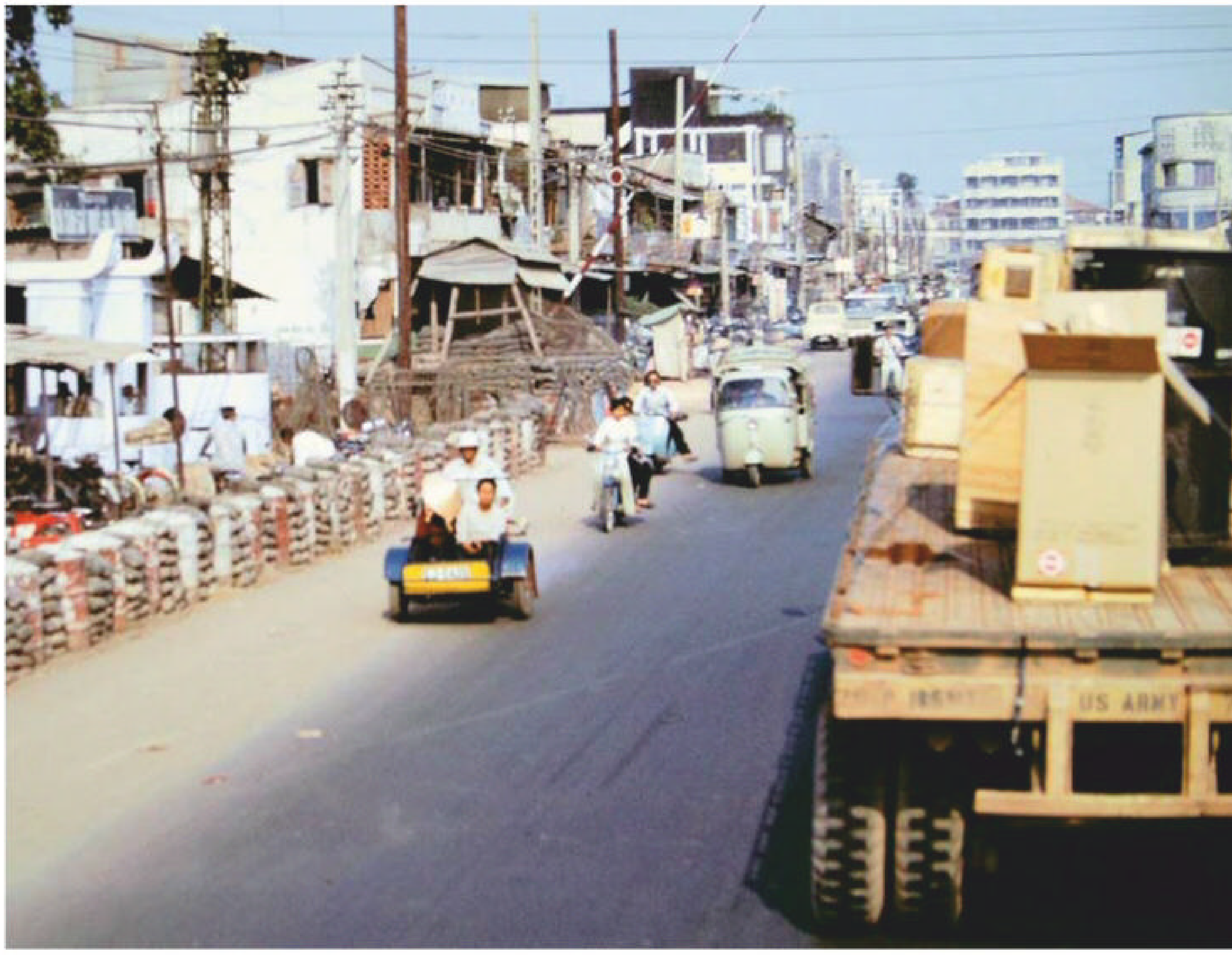
*When riding a slick (UH-1 helicopter) more than 50 feet up, your perspective changes. You can see the many beautiful parts of Vietnam from up there.

*Although I certainly have no regrets about my time spent there, I have no desire to go back to visit

So that covers a few of the highlights of my year in a very warm and damp place in support of a lot of fine men just doing a job that was asked of them. It kindled my interest in military history and in military vehicles that has led to my small collection of HMVs.

Yes, I have an M35A3 deuce-and-a-half. I have driven it cross-country three times and to Alaska and back. The historic military vehicles that we are lucky to have in our possession represent only a small portion of those that served. Let our displays and presentations of these vehicles also represent all those service members who used them.

Keep 'em rolling! ✪



An Army convoy threads its way through Cho Lon near Saigon in 1969. Note the sandbag wall to the left side in front of a motorbike dealer and the sandbagged security position in the center of the photo. Note the blue and yellow Cyclo and gray Lambretta.

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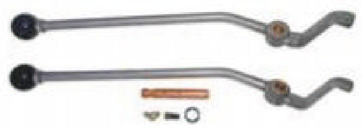

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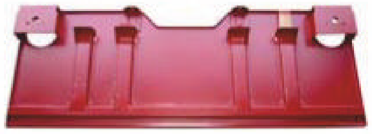

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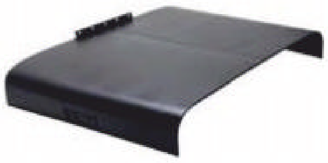

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Display your Military Vehicle :

Non-members - may display vehicle for no charge, but the vehicle will not be eligible for an award.

Members— display vehicle(s) for judging and be eligible for an award. Awards will be given to the top vehicles in the following categories: "Renninger's Pick", "President's Pick", "Best Display", and the "Top Ten".

Dinner & Awards Ceremony hosted by the club:

The Saturday evening event is open to vendors, club members, Rally participants, and re-enactors. Tickets (non-refundable) will be for sale at the registration tent and must be picked up by 1:00 PM Saturday.

WWII Battle Reenactment & Weapons Demonstration: Saturday and Sunday at 1 PM. A Muzzle Flash photo opportunity with the tanks firing will be available late Friday and Saturday afternoon, shortly before sunset.

Vendors: Both covered and uncovered spaces located adjacent to the vehicle parking area are available. Outside spaces are 18'x25'and cost $35.00. Covered spaces are 12'x15' and cost $45.00. Contact Stan Kinmonth (Rally Registrar) at **(904) 276-1418** or **stantr6@comcast.net** for details.

Download the registration form from our web page at **www.flmvpa.org**

The Rally site will be open for vendor check-in and setup at 11:00 AM on Thursday, February 20th. **Vendors are encouraged to remain through Sunday morning, February 23rd**, with breakdown, cleanup, and departure Sunday afternoon after the re-enactment.

On-site Camping is available. Contact Renninger's DIRECTLY at **(352) 383-8393** for Information, fees, and reservations. A list of nearby hotels is on our web page

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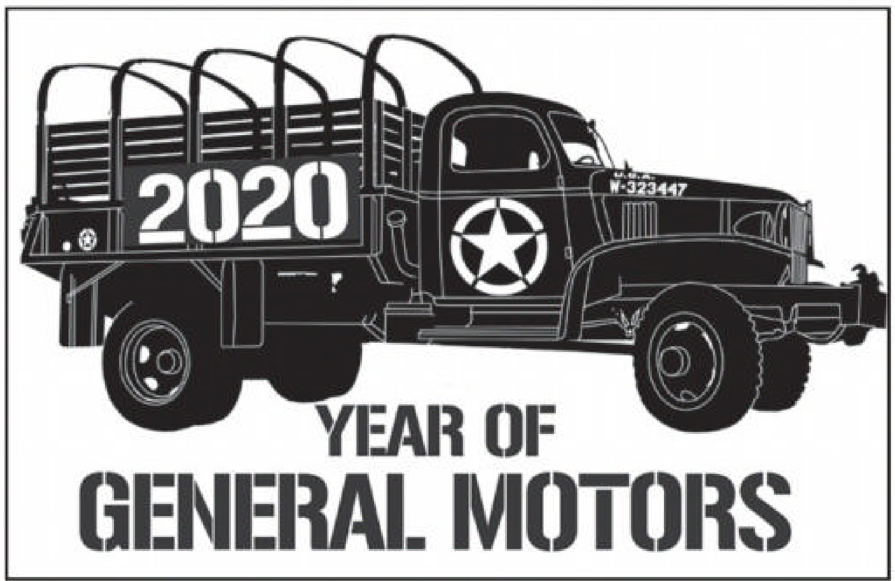

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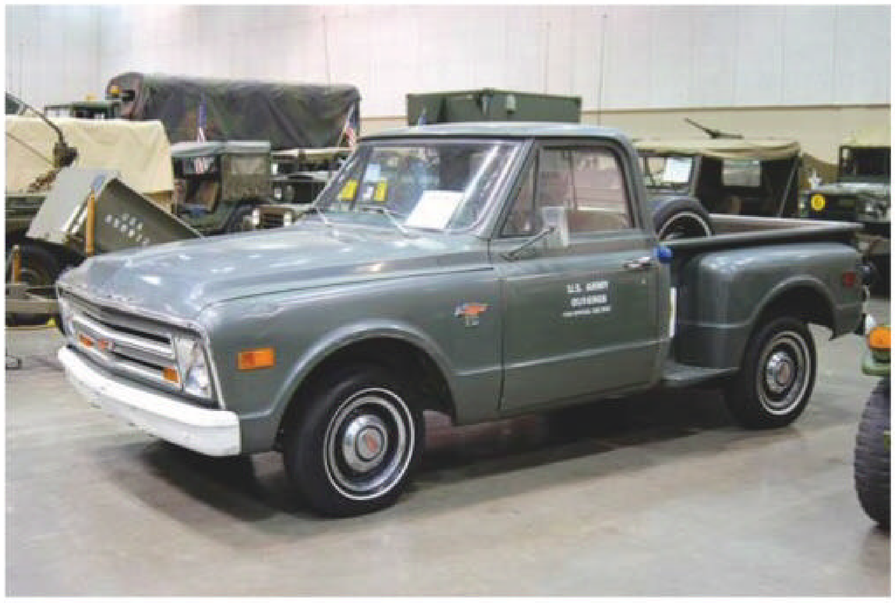
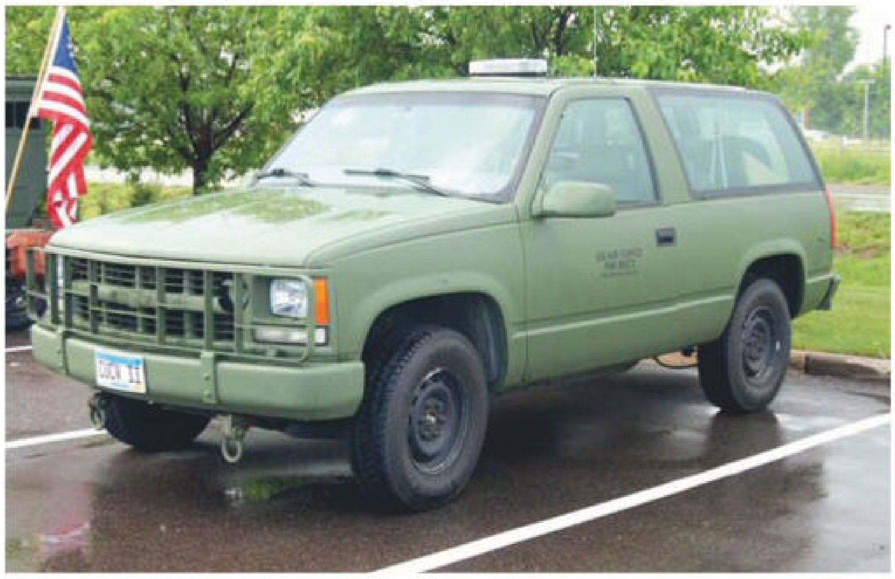
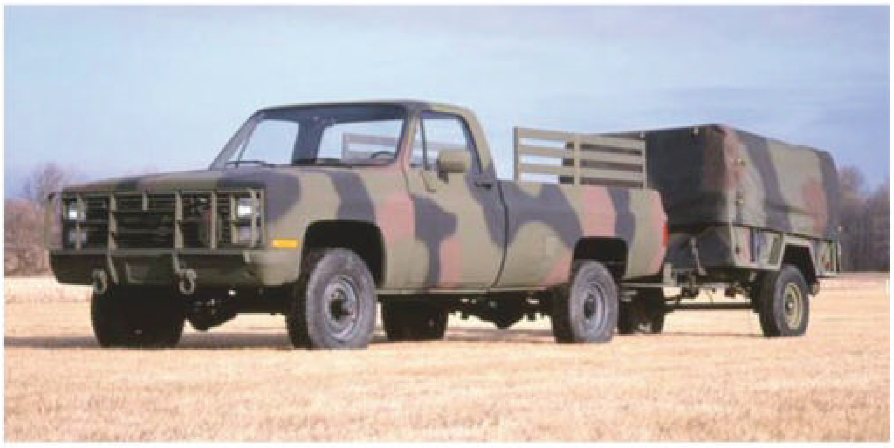


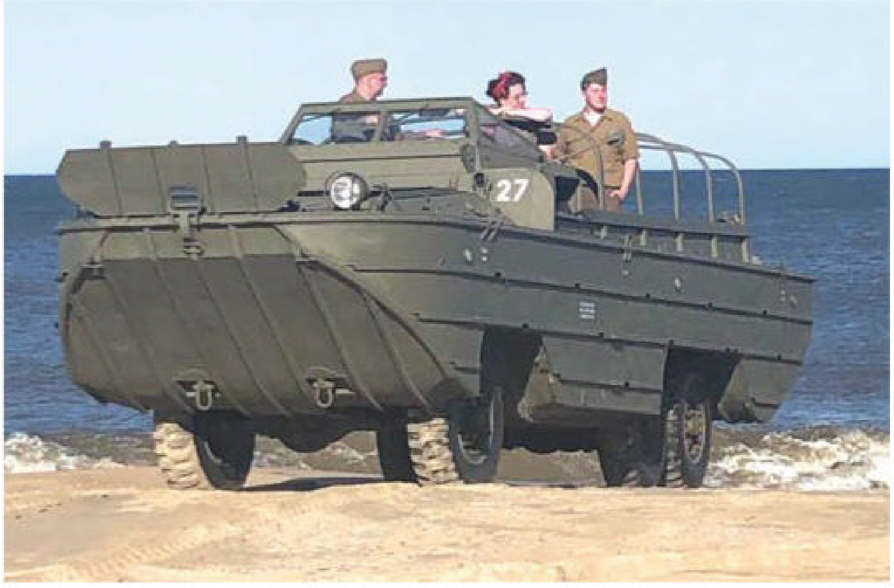
Harry Stokes' 1/2-ton Chevrolet Pickup.



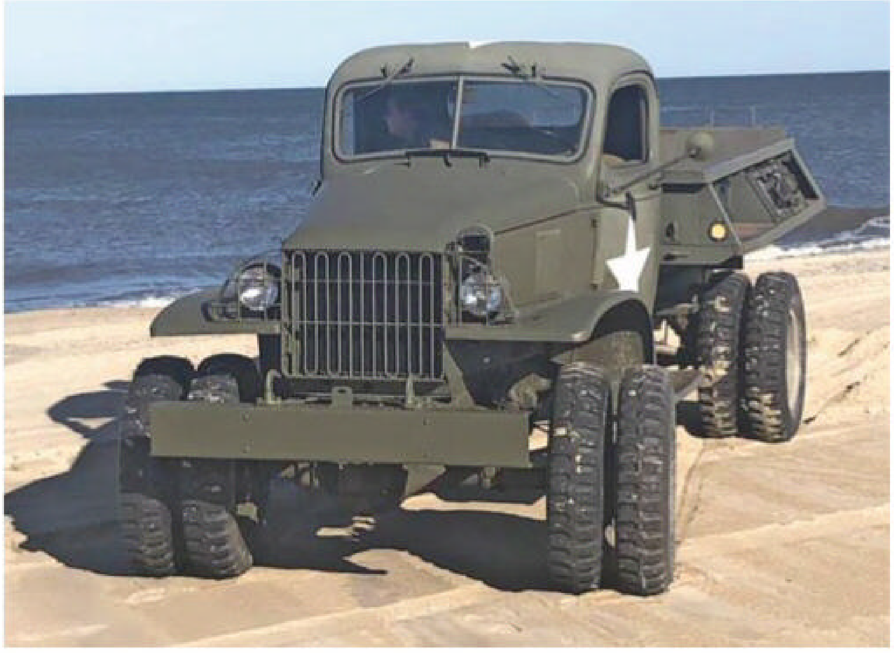
Lynn McCall's 1999 Type A CUCV II.



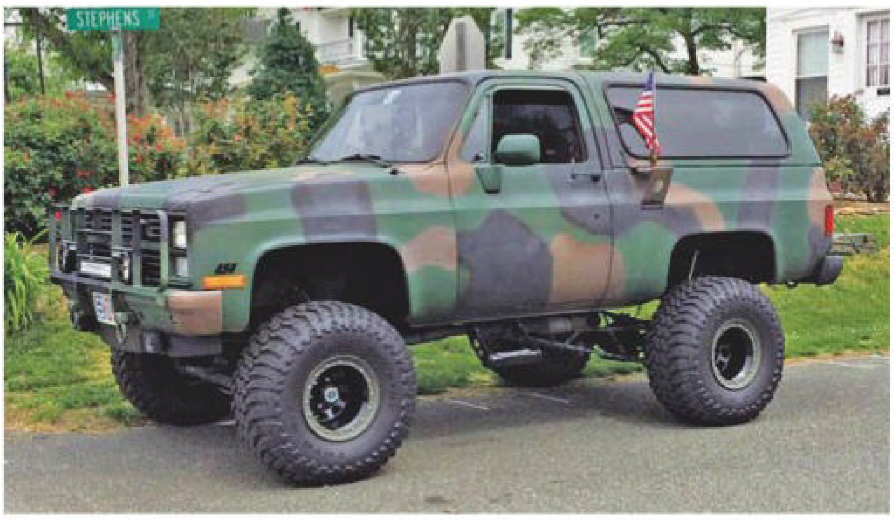
Michael McComas' 1984 Chev M1008A1 and 1985 M101A2 trailer.



Wheels of Liberation's 1944 GMC DUKW. Courtesy of Paul Rea



John Gott's 1940 Chevy cargo dump on the beach in Lewes, Delaware. Courtesy of Paul Rea



Jerry Sapp's 1986 M1009 military blazer.

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Or visit www.findlaymilitaryshow.org for more information and download a registration form.

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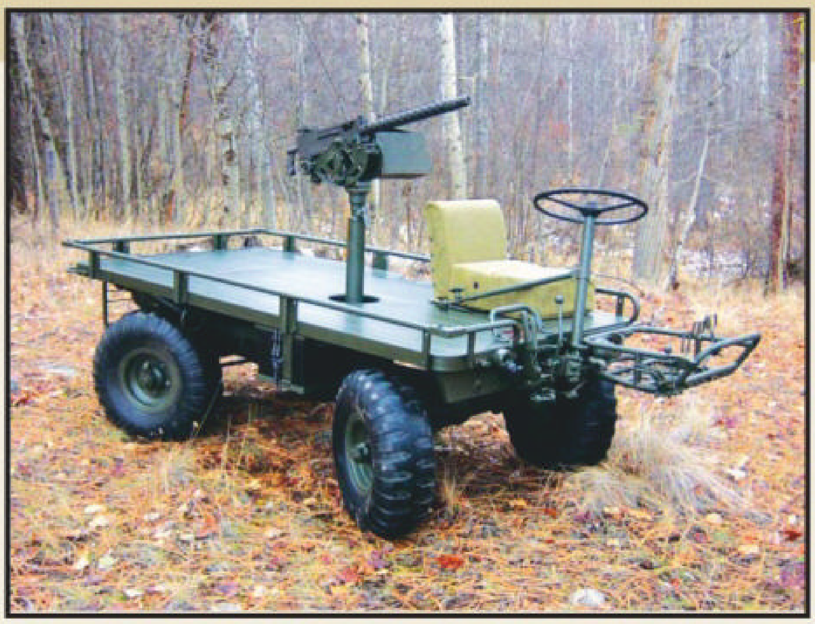

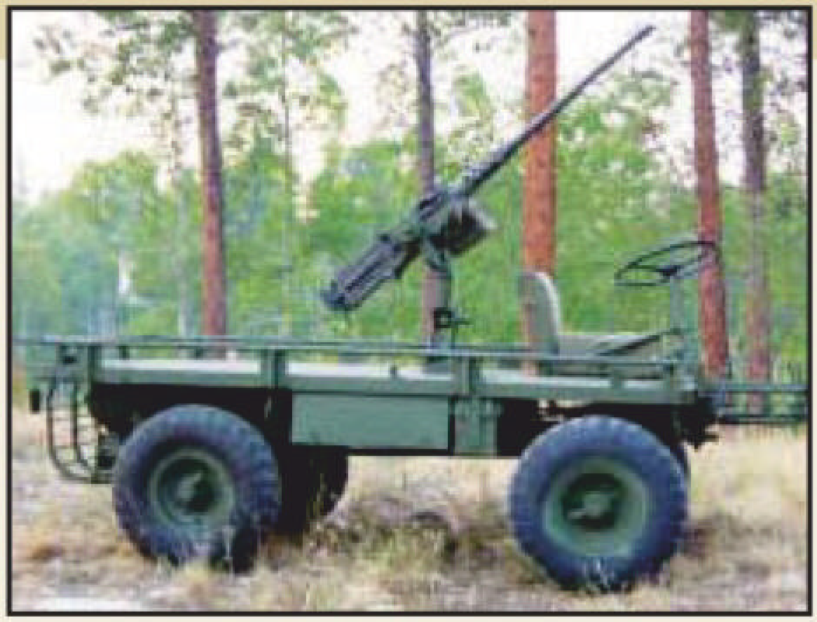

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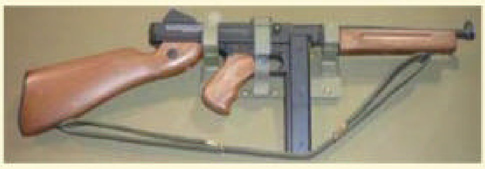

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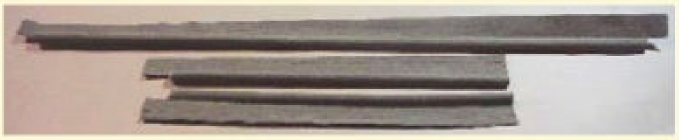

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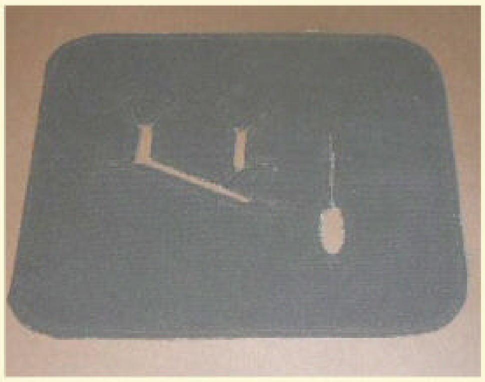

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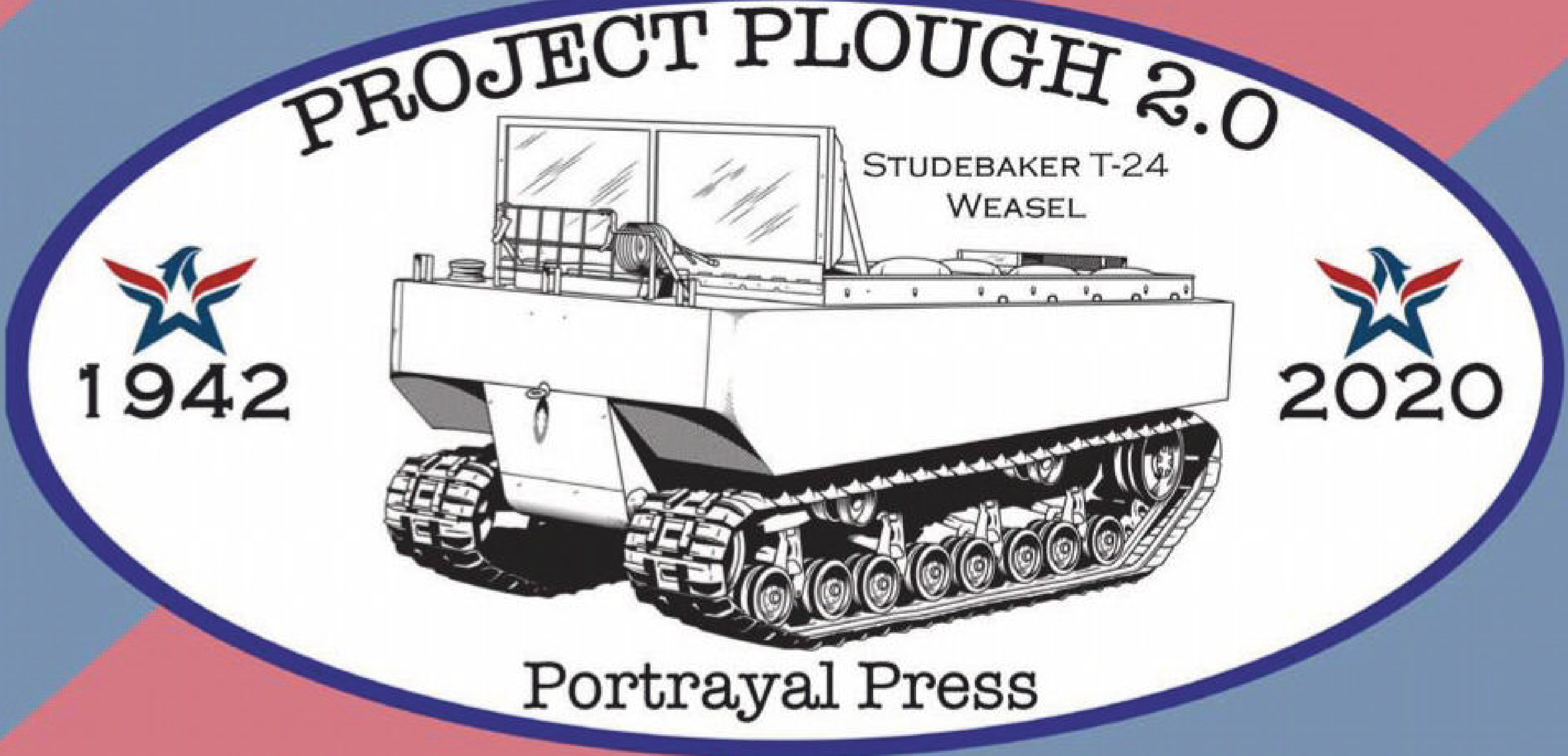
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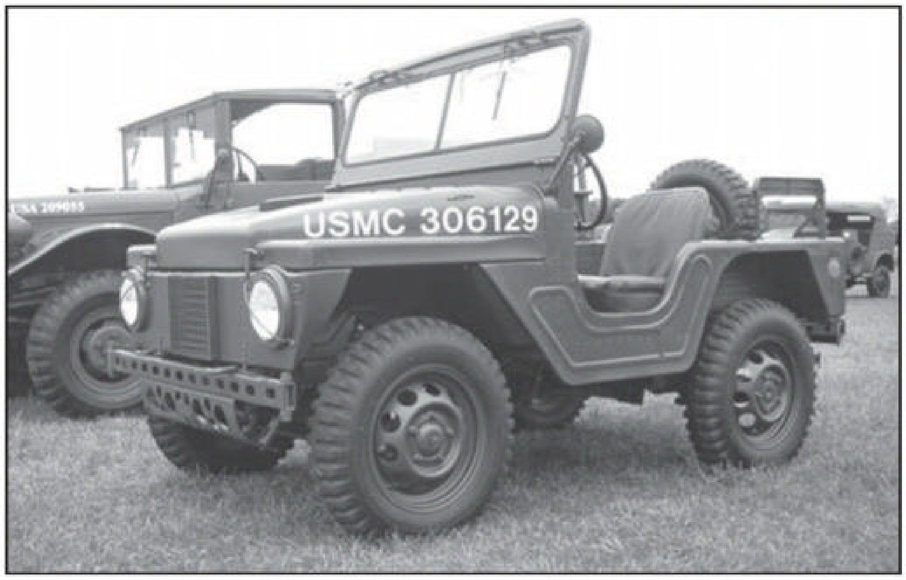
BUYER'S GUIDE: G-843 "MIGHTY MITE" 1/4-TON TRUCK

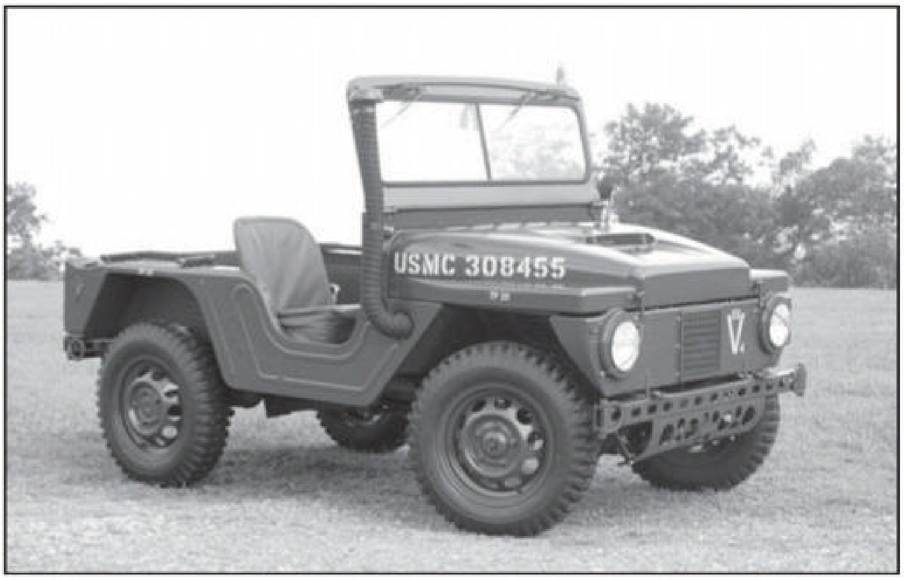
Mid-America Research Corporation designed the M422 for the United States Marine Corps to fill the requirement for a small, lightweight, low-profile, highly maneuverable vehicle. The result was a 4x4 with an aluminum body and an aluminum, air-cooled, 108-cid V-4 engine. Dubbed the "Mighty Mite," the rugged vehicle weighed just less than 1 ton.

Two versions were built: The M422 (1,250 vehicles) and the M422A1 (2,672). The most obvious difference is the latter is six inches longer, has an M38A1-style windshield, and the presence of an additional reinforcing rib in the body between the back of the front seat and rear wheel well.

Weight: 2,700 pounds
Size (LxWxH): M422: 107" M422A1: 113"
Max Speed: 62 mph
Range: 225 miles



Only 1,250 M442s were made. It is six inches shorter than the M422A1.



The M422A1 has an additional reinforcing rib forward of the rear tire.

Condition code	6	5	4	3	2	1	Scarcity
M422 Value (dollars)	1,200	4,800	7,500	14,500	19,500	30,000+	3
M422A1 Value (dollars)	1,200	4,500	7,000	13,800	17,750	30,000+	3

There are many variations of vehicles, even of the same model. The Buyer's Guide represents current market trends for typical examples of each vehicle.

Like any collectible vehicle, the price of an HMV is based on a combination of three factors: **Condition, rarity, and popularity**. A vehicle can be rare but if it isn't interesting, it won't be as valuable as an equally uncommon, *popular* vehicle. Rarity is determined by two factors: Production quantity and survivability. **The rarity is rated on a scale of 1 through 5 (**1 being the most common and 5 the scarcest). But "rare" doesn't always mean "valuable." It has to be desirable, as well.

The single factor that drives price is — and will always be — condition. Another factor closely related is the *quality* of restoration.

A preserved vehicle is maintained in a "state of suspended animation." All the flaws, scratches and rust that are present when the vehicle is "discovered" are preserved. While this style of collecting is more popular with vehicle enthusiasts overseas than in the U.S., it is commonplace in other areas of collecting such as furniture.

The term "restoration" is often ill-defined or improperly used in the historic military vehicle hobby. What some call a restoration is actually a "representation," and sadly, sometimes is only a "characterization." For a true military vehicle restoration, one must know the history of that particular vehicle. Once known, it is then important to define to what time frame the vehicle is to be restored. This could be as it appeared as it left the factory, or at any subsequent time (June 6, 1944; March 3, 1952, etc.).

The difference between "restoration" and a "representation" is often misunderstood. An example of this could be rebuilding, painting and marking a Jeep to look like one driven on the beach at Normandy, even though the Jeep you own never left North America. While not a true restoration, this type of representation is the most popular with collectors.

One important tip: Buy the best you can afford. Restoring is always more expensive than buying a finished vehicle.

Vehicles are given a value based on a 1-to-6 condition scale:

1=Excellent: Restored to maximum professional standards, or a near-perfect original.

2=Fine: Well-restored, or a combination of superior restoration and excellent original parts.

3=Very Good: Complete and operable original or older restoration, or a very good amateur restoration with all presentable and serviceable parts inside and out.

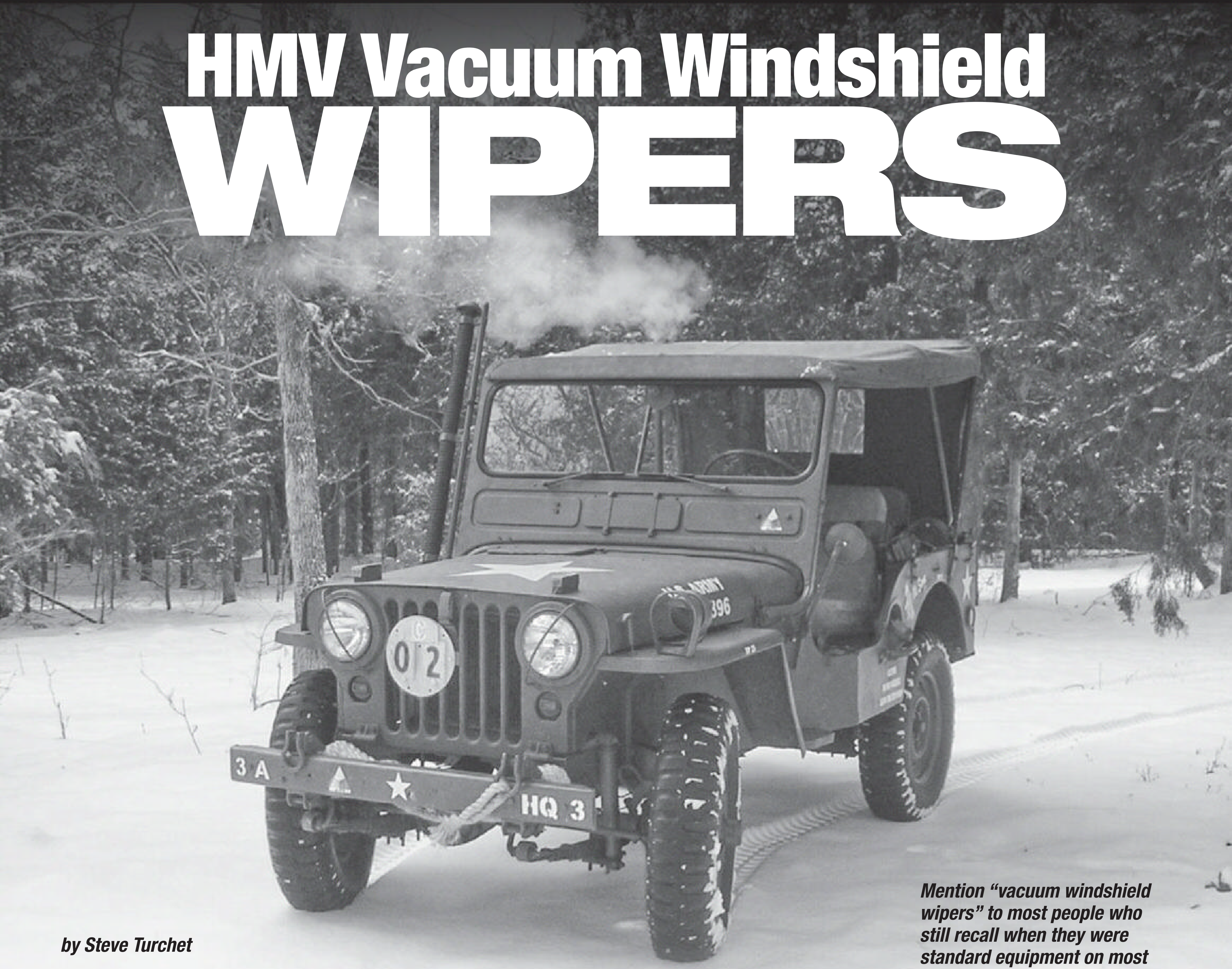
4=Good: Functional or needing only minor work to be functional. Also, a deteriorated restoration or poor amateur restoration.

5=Restorable: Needs complete restoration of body, chassis, and interior. May or may not be running, but is not wrecked, weathered or stripped to the point of being useful only for parts.

6=Parts Vehicle: Deteriorated beyond the point of restoration. ✪

Keep that glass clean!

HMV Vacuum Windshield WIPERS



Mention “vacuum windshield wipers” to most people who still recall when they were standard equipment on most cars and trucks, and you’ll often get colorful adjectives. Discuss vacuum wipers with fellow HMV owners, and you’ll often get the same adjectives. Regardless, they are still an important safety feature on our vehicles to maintain — you never know when the weather will change on you. M38 in Texas snow courtesy of Jerry Gardner

by Steve Turchet

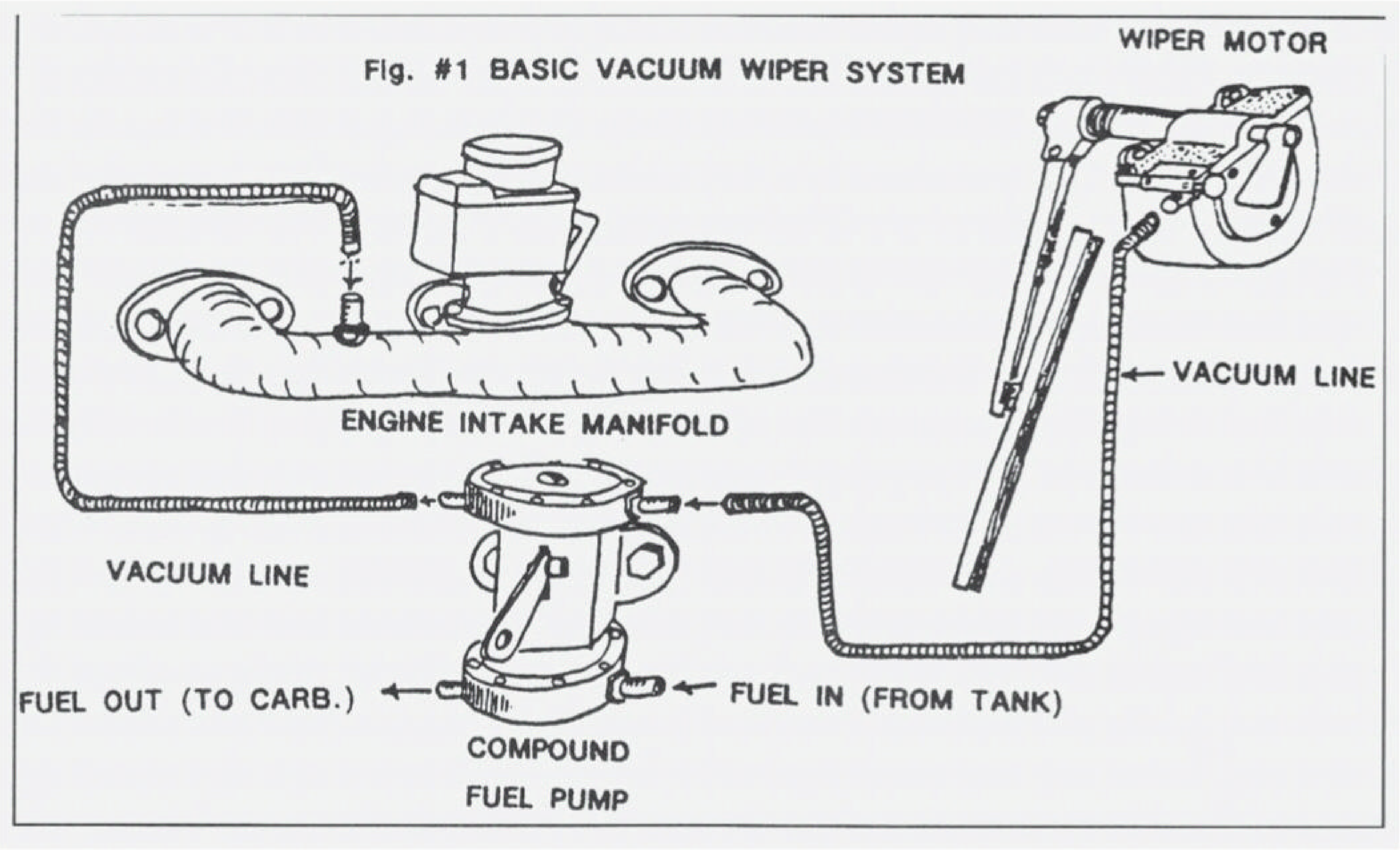
Here’s a scenario that may be familiar to many historic-military vehicle (HMV) owners: You’re returning home about dusk after spending a weekend at an HMV show, or returning from a camping trip, in your MB, GPW, M38, M151, M37, M715, G506, or CCKW. The last two days were sunny, but now dark clouds are massing and raindrops begin to spatter your windshield. As daylight fades, the rain increases. The glass in front of you blurs, and you start to lose sight of the road’s center line. You reach up and pull out the little knob on your windshield wiper motor, but instead of vigorous wiper blade action providing you with much needed vision, all you get is a sickly hiss while your wiper blade creeps across the glass at the pace of an arthritic snail. Or maybe, some hissing is all you get, followed by a feeling of panic as approaching headlights seem to swim toward you as if you were underwater.

Maybe you roll your window down and stick your head out or lean around the windshield frame while raindrops sting your face and eyes, preferring to be wet and cold to driving half-blind and risking a head-on collision. Or, you might grab your wiper’s manual handle and flick it to and fro — and continue this juggling act between steering, gear-shifting, and trying to see for the rest of your journey back home.

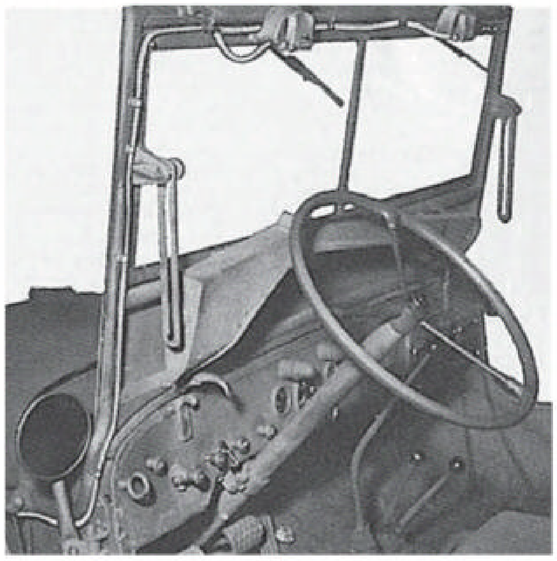
Or, maybe your wiper works all right on level stretches of highway. But whenever you put your foot on the gas or start to climb a hill, it slows to a creep or stalls out completely.

Mention “vacuum windshield wipers” to most people who still recall when they were standard equipment on most cars and trucks, and you’ll often get colorful adjectives. Discuss vacuum wipers with fellow HMV owners, and you’ll often get the same adjectives, along with opinions to replace them with electric units.

Electric might be one way to clear your vision — assuming you’re not a purist to the point where you’d rather play hide-and-



Typical vacuum windshield wiper system with double-acting fuel pump.



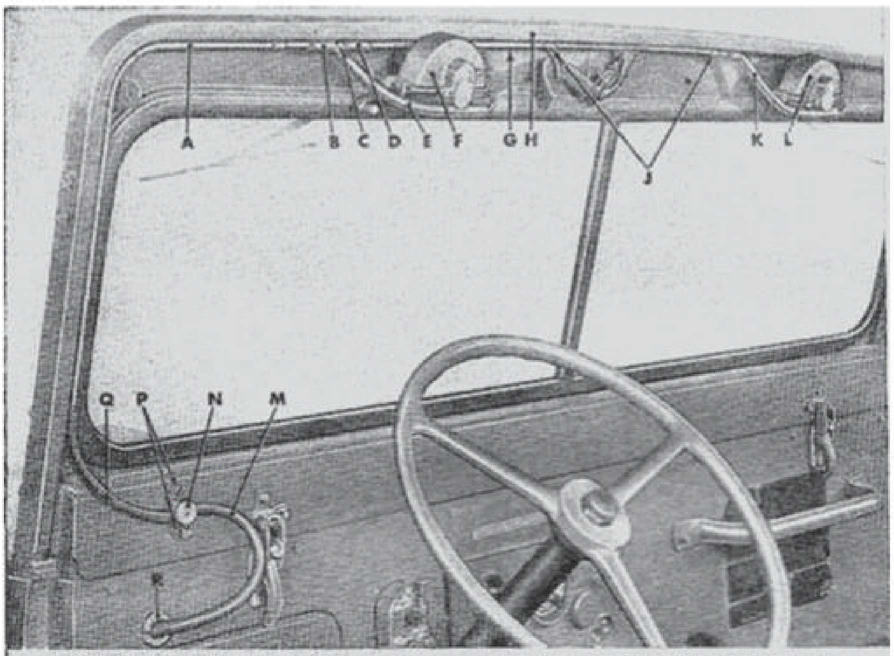
Typical vacuum windshield wiper system with double-acting fuel pump.

seek with oncoming traffic instead of putting non-OEM parts on your vehicle. The conversion to electric, however, can be an expensive move. Before you convert, however, check out your vacuum wiper system. Some simple repairs or replacements might be all you need to see clearly in the rain.

THE BASICS

Wiper system? You might think that's a grandiose term for those little pot-metal contraptions mounted above, or sometimes below, your vehicle's windshield. Like most things automotive, there's a lot more to what makes a vacuum wiper wipe than just what you can see: those motors and sections of hose and tubing on your windshield frame.

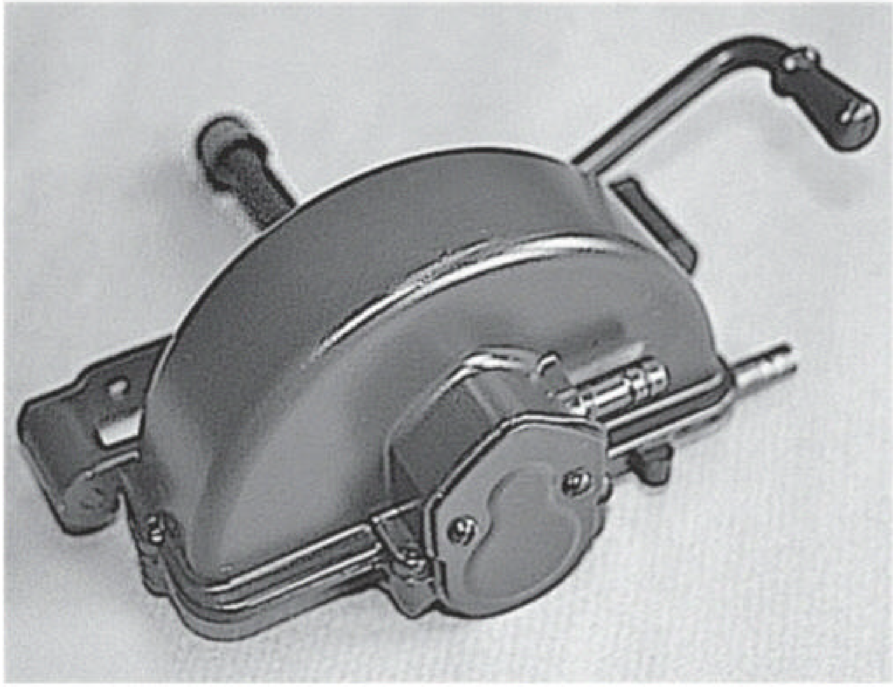
In fact, you might be surprised to learn that many times your wiper problems aren't the fault of the motors. So, before considering the work and expense of replacing your HMV's vacuum wipers with an electric system — and often discovering that the price of good quality electric motors will really cause your vision to blur — you might want to read this article. You may find you can live quite well with your vehicle's stock vacuum wipers.



A—WINDSHIELD WIPER LEFT LINE
B—WINDSHIELD WIPER LEFT LINE-TO-TEE HOSE
C—WINDSHIELD WIPER LINE CONNECTION TEE
D—WINDSHIELD WIPER TEE-TO-CENTER LINE HOSE
E—WINDSHIELD WIPER-TO-TEE HOSE
F—WINDSHIELD WIPER VACUUM MOTOR ASSY
G—CENTER WINDSHIELD WIPER LINE
H—WINDSHIELD FRAME
J—WIPER LINE-TO-WINDSHIELD CLIP
K—WINDSHIELD WIPER-TO-CENTER LINE HOSE
L—WINDSHIELD WIPER VACUUM MOTOR ASSY
M—WINDSHIELD WIPER AIR REGULATING VALVE-TO-DISTRIBUTOR TEE LINE HOSE
N—WINDSHIELD WIPER AIR REGULATING VALVE ASSY
P—NO. 10-24NC-2 x 7/16 INT-TEETH-LOCKWASHER SCREW
Q—WINDSHIELD WIPER AIR REGULATING VALVE-TO-LEFT LINE HOSE
R—WINDSHIELD WIPER HOSE BUSHING

Illustration from U.S. Army service manual showing M38A1 jeep with two vacuum motors and single on/off dashboard-mounted control valve.

I apologize for my rough illustration, but in fifty-plus years of being a mechanic I have yet to find a decent depiction of a complete vacuum windshield wiper system. Even the *U.S. Military's Principles of Automotive Vehicles* (a bible of great information and a book every HMV enthusiast should own) doesn't



Typical M151 vacuum wiper motor. Although lacking an integral on/off valve, these make good replacement motors for many other vehicles where a manual operating lever is desired.

deal with windshield wipers. This surprises me, because dependable windshield wipers are pretty important things to have, especially in combat! Maybe, like that song about the Arkansas Traveler who meets the old man with a leaky cabin roof, we only think about windshield wipers when it's raining, and they aren't working right As soon as the sun comes out, we forget how important they are.

A bit of history: the very first cars and trucks didn't have windshield wipers — assuming they even had windshields. This wasn't much of a problem since average vehicle speeds seldom exceeded 35 mph. Instead, most vehicles had two-piece windshields, split horizontally at the driver's eye-level.

Few people today (even some owners of antique cars) don't know why the upper halves of these windshields could be opened outward like a visor. This was not primarily for ventilation on hot summer days. Instead, the reason these windshields opened was so the driver could see when it rained! At slow speeds, very little rain got in, unless a wind was blowing.

Like most people, I had never considered this aspect of having a windshield that opened until I ran across an old advertisement for Reo trucks that touted their "Rain-Vision Windshields." To some extent, this was also the reason why most WWII vintage military vehicles had windshield glass that opened *outward*.

The very first windshield wipers were hand-operated, just like on early model WWII Jeeps. This was adequate for slow speeds and short distances. Using a hand-wiper quickly becomes tedious as well as inconvenient and distracting when you have to simultaneously steer your vehicle and shift gears while using one hand in order to see.

While it's logical to assume that vacuum wiper motors were the first automatic devices invented to keep a windshield clear, both electric and vacuum motors appeared at about the same time. Vacuum wiper motors predominated on most U.S. cars and light trucks up until the late 1950s. Larger vehicles, especially busses, used electric motors. This wasn't so much because electric motors were more reliable than vacuum models, but rather because the operation of electric wipers is more consistent, being they don't stall out on long upgrades or under demanding engine loads.

Heavier vehicles with air brake systems generally used air operated wiper motors, such as those on M-series deuces and 5-tons. I've seen exceptions on some medium-duty trucks where air brakes were offered as optional equipment and electric wipers were fitted.

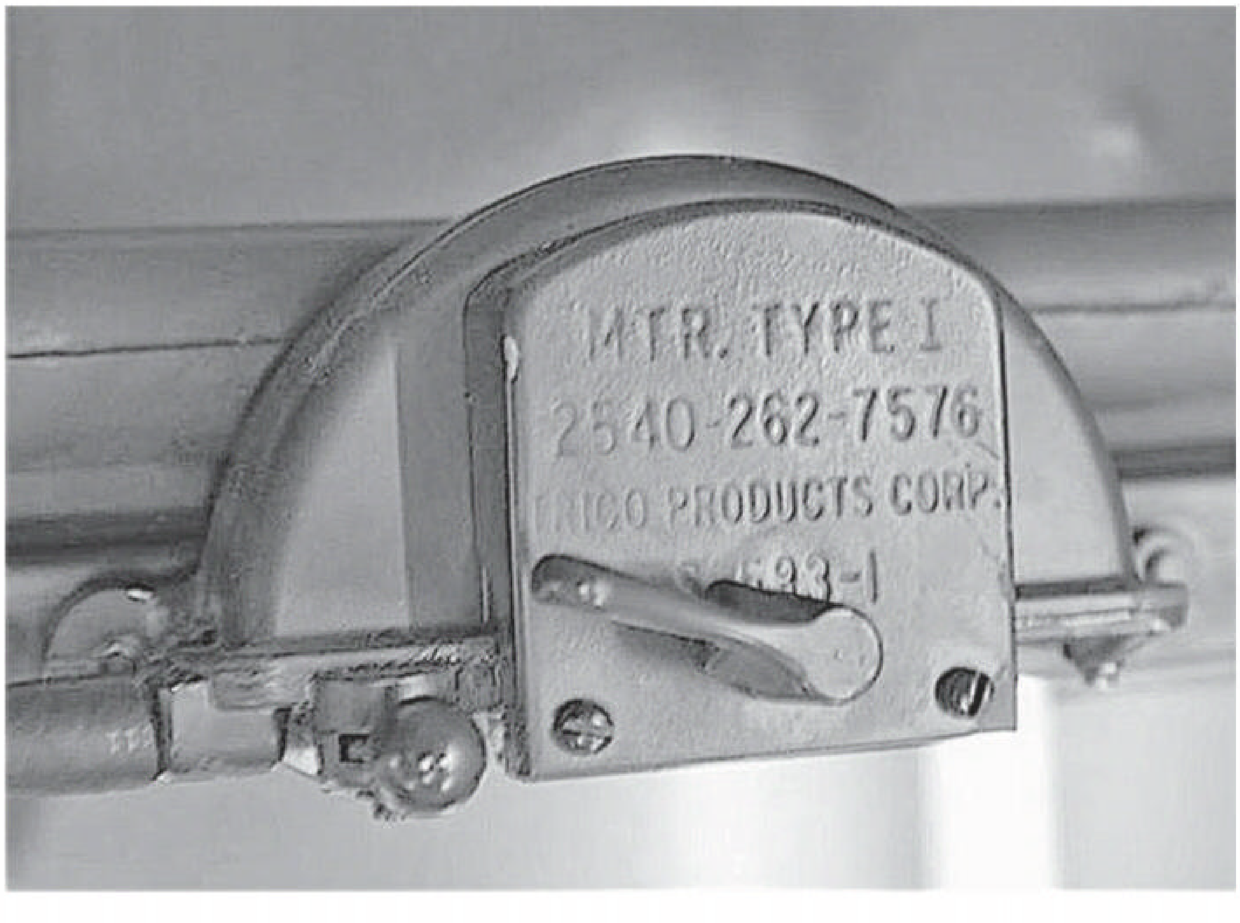
Electric wipers were also usually stock on medium trucks where a diesel engine was optional, because diesel engines don't provide the necessary manifold vacuum to operate vacuum wipers. In a few rare cases, a special vacuum pump was fitted to diesel engines to operate vacuum wipers.

Wipers work equally well whether mounted above or below the windshield. The strangest set-up I ever saw was on an ancient city bus where the wiper blades were mounted on tracks with rollers and wiped horizontally side-to-side. And, of course, there are Clear-Vision ports with a spinning glass disk that whirls the rain and snow away, as used on ships and some snowplows.

That just about covers "Windshield Wiper History 101."

PROBLEM WITH YOUR VACUUM WIPERS?

Running stock vacuum wipers on your HMV can often work very well — if you keep your system well maintained. After all, most of these systems worked fine when your vehicle left the factory. I had no problems with my M38's (my first jeep) vacuum wipers. Maybe that was because I didn't know how "inadequate" they were supposed to be.



Typical motor with integral on/off valve and manual operating lever used on many WWII and early model M-series U.S. military vehicles.

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So, if vacuum wiper problems are causing spots before your eyes, let's see what we can do to clear things up.

First, check out the rough diagram of a basic vacuum wiper system. You might be surprised to find that a vehicle's fuel pump plays a major role in how well this system works.

You might also be surprised at how many letters I got when an early version of this article appeared way back in *MVM* no. 19. Many folks had been cursing their vacuum wipers for years while never knowing their vehicles' fuel pumps were supposed to be involved.

Why didn't they know this about their vehicles? In most cases, it was because the stock, double-acting (compound) fuel pumps of their military surplus vehicles had been replaced when they wore out by less expensive single-acting civilian models. The hose or tube to the wiper motor(s) had been connected to the vehicle's intake manifold. While this provided plenty of vacuum to operate the wipers when a vehicle is idling, cruising on level highways, or coasting downhill, the manifold vacuum drops and your wiper stopped doing its job as soon as the driver accelerated hard or pulled a long grade,.

On the other hand, a double-acting or compound fuel pump maintains a steady source of vacuum for the wipers no matter what the vacuum might be in the engine's intake manifold. That's why you need this type of pump if your vehicle has vacuum wipers.

If you find — as have many readers in the past — that your "stock" HMV doesn't have a double-acting fuel pump and you have vacuum wipers, then installing the correct pump should clear up your vision considerably. I once got a letter from a very puzzled individual who had just installed an electric fuel pump on his M38A1. He had removed the mechanical pump. He wanted to know why his wipers had stopped working properly!

Of course, this isn't always the problem — or all of it, anyway. Compound fuel pumps can fail on the vacuum side while still pumping fuel, so, assuming your wipers aren't doing their job, let's check out the system in logical order.

I'm assuming you've already checked for obvious vacuum leaks in the system, like hissing hoses — when the engine is idling — or hissing from the wiper motor's control valve or switch? Naturally, you will have already replaced any leaky or deteriorated hoses and lines, as well as checked all their fittings for tightness? That's basic maintenance.

We should begin at the source. A vacuum gauge will be handy, but you don't need to buy a fancy test gauge. Any vacuum gauge will do as long as it works. Just attach a suitable piece of hose. If you're not sure if the gauge works, simply suck on the hose and watch the pointer.

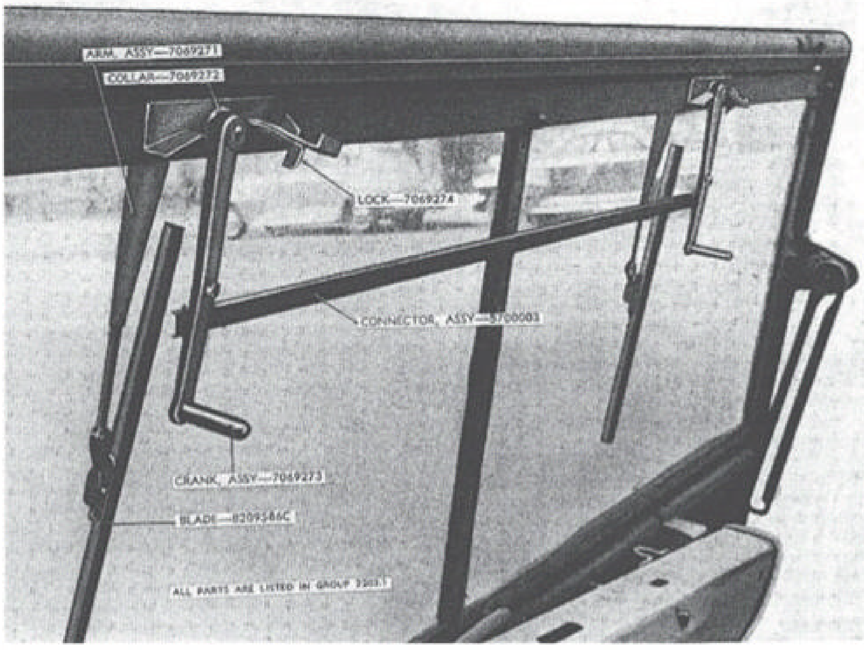
WHAT IS VACUUM? WHERE DOES IT COME FROM?

For practical purposes on this planet, vacuum could simply be called the absence of air or the pressure thereof. In the case of most gasoline-powered HMVs, the primary source of vacuum for the wipers comes from the engine's intake manifold, and is provided by the pistons going down on their intake strokes, so the manifold is the logical place to begin your testing.

With the engine idling, remove the intake manifold to fuel pump hose (or tube) from the manifold fitting. You should hear a hiss of air being sucked in, and the engine will falter or even die. This tells you that the manifold fitting is open and not clogged with crud (intake manifolds should be removed and cleaned every few years).

Connect your vacuum gauge to the fitting. If your engine is in good shape and properly timed, you should get a steady reading of around 15 to 20 inches of vacuum at idle. If the gauge needle fluctuates rhythmically, this could indicate engine problems such as a misfiring spark plug or a leaky valve — but that's another article!

Now, reconnect the intake manifold to fuel pump hose or fitting, start the engine, and remove the fuel pump to wiper motor hose from the wiper motor's vacuum inlet. Again, you should hear a hiss, and the engine will falter. Connect your gauge to the hose or tube, and you should get about the same reading you got from the engine's intake manifold. It's still possible that the vacuum side of the fuel pump has failed or is weak. A good way to check this is to leave your gauge connected and take your vehicle for a drive. The vacuum will drop when you accelerate. If the pump is working properly, there should still be some available for the wiper. If the vacuum drops to zero on acceleration, then you'll probably need to replace or rebuild the fuel pump.



This clumsy and cumbersome setup was considered as a windshield wiper system for early WWII jeeps. Fortunately, better systems were developed!

Rebuild kits for most common double-acting fuel pumps, such as Carter or Airtex, may be found on the Web. An important thing to remember is that most of these pumps are basically the same. The primary difference is the shape and length of the actuating arm as required for a specific engine. In other words, most of these pumps use the same diaphragms and internal components. For example, many rebuild kits for vintage Carter fuel pumps specify only "six bolt" or "eight bolt" (referring to the number of bolts that hold the pump together... regardless of vehicle or engine make or model.

Likewise, if you want to replace your single-acting pump with a double-acting model but can't find a listing for your vehicle or engine, you may simply be able to switch the actuating arm to make another pump work. In addition, some double-acting pumps may be indexed in regard to their fuel inlet and outlet fittings to fit different applications.

If you opt to rebuild a fuel pump yourself, make sure the rebuild kit has modern parts. Many vintage NOS kits have deteriorated in storage. Their diaphragms and gaskets are probably not compatible with today's ethanol-blended gasoline.

VACUUM MAINTAINED ON ACCELERATION?

If some vacuum is maintained on acceleration or hill climbing, this tells you that your wiper problems are likely in either the motor itself, or possibly the wiper shaft is rusted, bent, or jammed with dirt.

If you want to install a permanent vacuum gauge in your vehicle, it should be connected directly to the engine's intake manifold and not to the windshield wiper line.

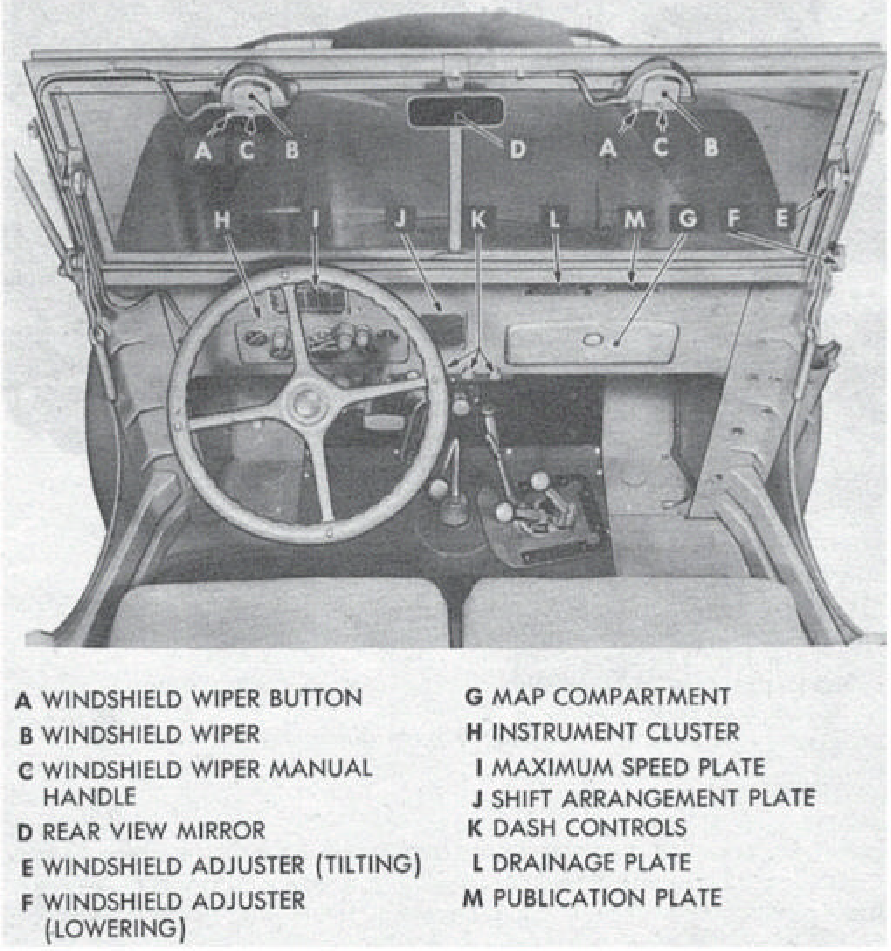
PROPLEMS IN THE WIPER MOTOR

If the problem seems to be in the wiper motor(s), first remove the wiper blade arm from the wiper shaft. Wiper arms are attached to the shaft in various ways, sometimes using a clamping screw, sometimes with a nut, sometimes with a serrated fitting, or sometimes the entire arm assembly is pressed onto the motor shaft, as is the case with early M151s.

While removal should be obvious, it's very common to find that the nut or clamp screw is badly rusted, requiring patience and skill to remove without breaking or damaging it. A small pinpoint torch can often be helpful to carefully heat the frozen part.

Once the wiper arm is off, examine the motor shaft to see if it's rusty, bent, or jammed with dirt. If bent, you may be able to straighten it with Vise-Grips. (You might also want to investigate how it got bent in the first place, especially on vehicles with fold-down windshields.) A wire brush should deal with any rust; and the shaft can be cleaned and lubricated by spraying with WD-40 or brake or electric motor cleaner, followed by a few drops of engine oil.

After this is done, start the engine and check for improved wiper action. If your wiper still isn't wiping right, the motor may simply be worn out, necessitating replacement. However, you can try removing the hose from the vacuum inlet, then open the control valve and spray in some WD-40 while working the manual handle back and forth. (You should do this every so often anyhow because it's good preventive maintenance, along with oiling the wiper shaft.)



Windshield wiper system late WWII standardized on open-cab CCKW and variant vehicles, consisting of two vacuum motors fitted with integral off/on valves and manual operating levers.

Reconnect the vacuum hose, start the engine, and see if the wiper action improves. If it doesn't, then you will probably need to replace the wiper motor.

While it is possible to disassemble and clean many types of vacuum wiper motors, I have seldom seen repair kits offered on the retail market (a search on the Internet might bring results). There are several companies that advertise on the Web and specialize in rebuilding vacuum wiper motors.

In addition, one company that advertises in this magazine — TJN Murray — is currently offering NOS early model M151 wiper motors for a very reasonable price. (I have two of these on my '65 Nissan Patrol.) While not "correct" for many other HMVs, these motors are a good value and have nice manual-actuating levers. They can be mounted either above or below a windshield. One minor disadvantage is they don't have a built-in control valve. I use small "T-handle" screw valves on mine. Small petcocks would also work.

It may be more trouble than you think it's worth to try to repair or rebuild your old unit, however. If you like to tinker with stuff, then, by all means, go ahead. If the motor's control valve is leaking — indicated by hissing — it can sometimes be fixed by disassembling and cleaning the unit. This might not be worth your time, though.

If you're still contemplating an electric system, I've seen heavy-duty 24-volt electric motors advertised for as high as $500! Of course, there are much cheaper models, but you'll usually get what you pay for.

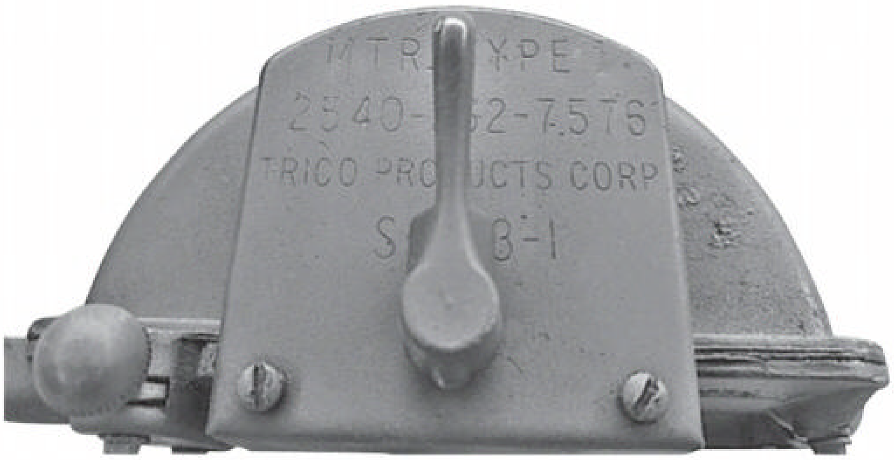
For example, I once bought a blister-packed 12-volt marine windshield wiper kit for about $40. Besides having a very limited blade swing of about 70 degrees (90 degrees is generally best), it made a lot of noise when running and interfered with my radio. Worse, I bought an electric motor from a certain famous mail-order (and now Web-accessible) auto parts house and was amazed that anyone would bother to build such an abominable piece of junk!

Another option for running a reliable vacuum wiper system is installing an electric vacuum pump. Be sure to get a good one designed for continuous operation. Many inexpensive electric vacuum pumps, such as those for vacuum controls on SUVs, are meant only for intermittent use. They will quickly overheat and burn out during continuous operation.

A vacuum reserve tank is also viable. A double-acting fuel pump and wiper motors in good shape won't require one, though.

If you're still determined to go electric, then checking out swap meets, flea markets, or truck wrecking yards should get you a good set of electric motors at a fairly reasonable price. Naturally, you'll want to try them out before buying them.

Electric wiper motors from delivery trucks or postal vans are usually heavy-duty units and will give many years of service. Another possibility are rear window wipers from modern cars and SUVs.



Typical vacuum wiper motor with integral off/on valve and manual operating lever as used on most M37 and variant vehicles.

If your HMV has a 24-volt electrical system, you can still run 12-volt wipers by either using a resistor or taking a hot wire from the "first" battery. If your vehicle has a 6-volt system, your choice of electric motors will be more limited, though, again, searching the Web and venues such as Ebay should bring results.

I once owned an M38A1 with an electric wiper on the driver's side and the stock vacuum wiper on the passenger side. This setup worked very well for me. I seldom use the passenger side wiper anyway. This might be the way to go if you want an electric wiper but have a limited budget.

A simple trick to make electric wipers look more correct on your HMV — besides painting them OD — is to run the wires though the old vacuum lines. If you have a restored HMV, or are planning to restore one, you'll want to be sure the replacement unit is correct for your particular vehicle.

By the way, most of the trouble-shooting procedures for vacuum wiper motors offered here will also work on the air operated wiper motors found on later model DUKWS, M-series deuces, and larger trucks.

When replacing a vacuum wiper motor, I've found that it's usually best to buy a new wiper arm at the same time. There are many subtle differences in wiper motors and wiper arms (we'll get to the wiper blades in a moment). While these differences may seem slight, they can cause major rage and frustration because dealing with wiper motors, arms, and blades is kind of like doing watch repair — those little parts may look very much alike but will seldom, if ever, interchange.

And this goes double for arms and blades.

While these little differences in wiper arms and blades may indeed seem trivial at first glance, you'll quickly find that they're anything but. This is especially true when it comes to how the blades attach to the wiper arms. The attachment might look simple but it has to be correct. The various types will not interchange. Trying to improvise or modify a blade or arm seldom works. Either the blade won't wipe like it should, or it simply falls off — usually on the freeway during rush hour.

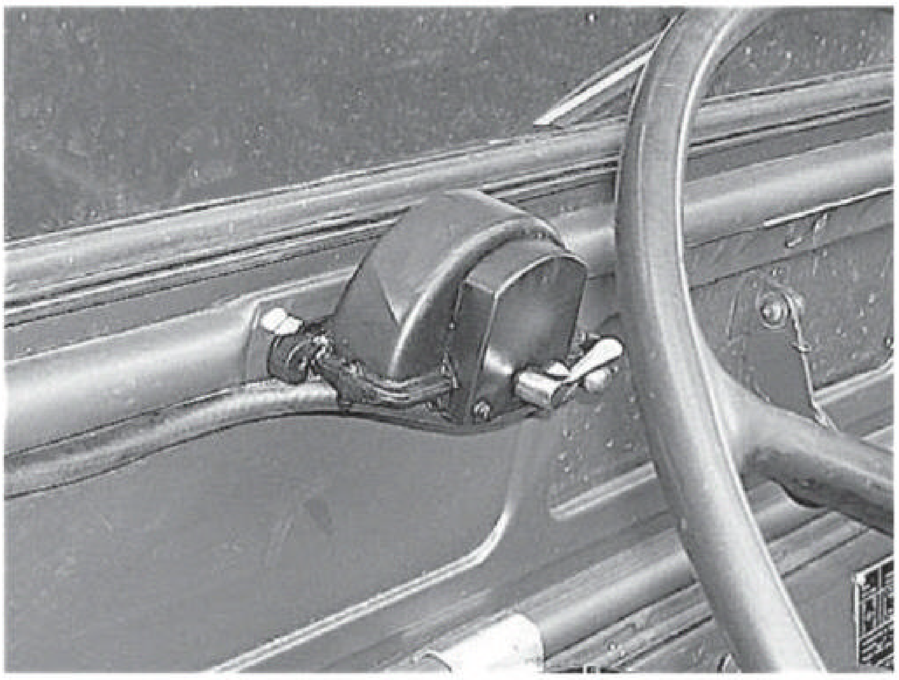
If you do attempt to modify a wiper arm, be sure to get the spring tension (which holds the blade against the windshield) correct. Too little tension, and the blade won't wipe the glass. It will also "wind lift" at higher speeds. Too much tension, and the rubber of the blade will be distorted and won't wipe cleanly and/or leave streaks.

I've found that catalogs, charts, and interchange information about wiper blades and arms are usually just about worthless. There are two main manufacturers of vacuum wiper motors, blades, and arms in the US: Trico and Anco. Sometime during the 1970s, they both began a major house-cleaning and discontinuation of older components and parts.

For a while, both companies offered adaptor kits, enabling you to use more modern blades and arms on older vehicles, but then even the companies themselves got confused about what would fit which application. Not only that, each company seemed to want make sure that their competitor's parts would not interchange with their own. That's why I suggest buying a new wiper arm and new blade if you're going to replace a wiper motor.

If ordering by mail or off the Web, be sure the seller knows what he or she is talking about if they say the motor, arm and blade will all work together and are the right type for your vehicle. If, for example, somebody tries to tell you that "all old jeeps use the same windshield wipers," then I'd suggest shopping elsewhere.

An important thing to check is the length of the wiper motor's shaft, which is sometimes also the motor's main mounting point. If the shaft is too short, then it won't fit through your vehicle's windshield frame. If it is too long, the wiper won't wipe properly.



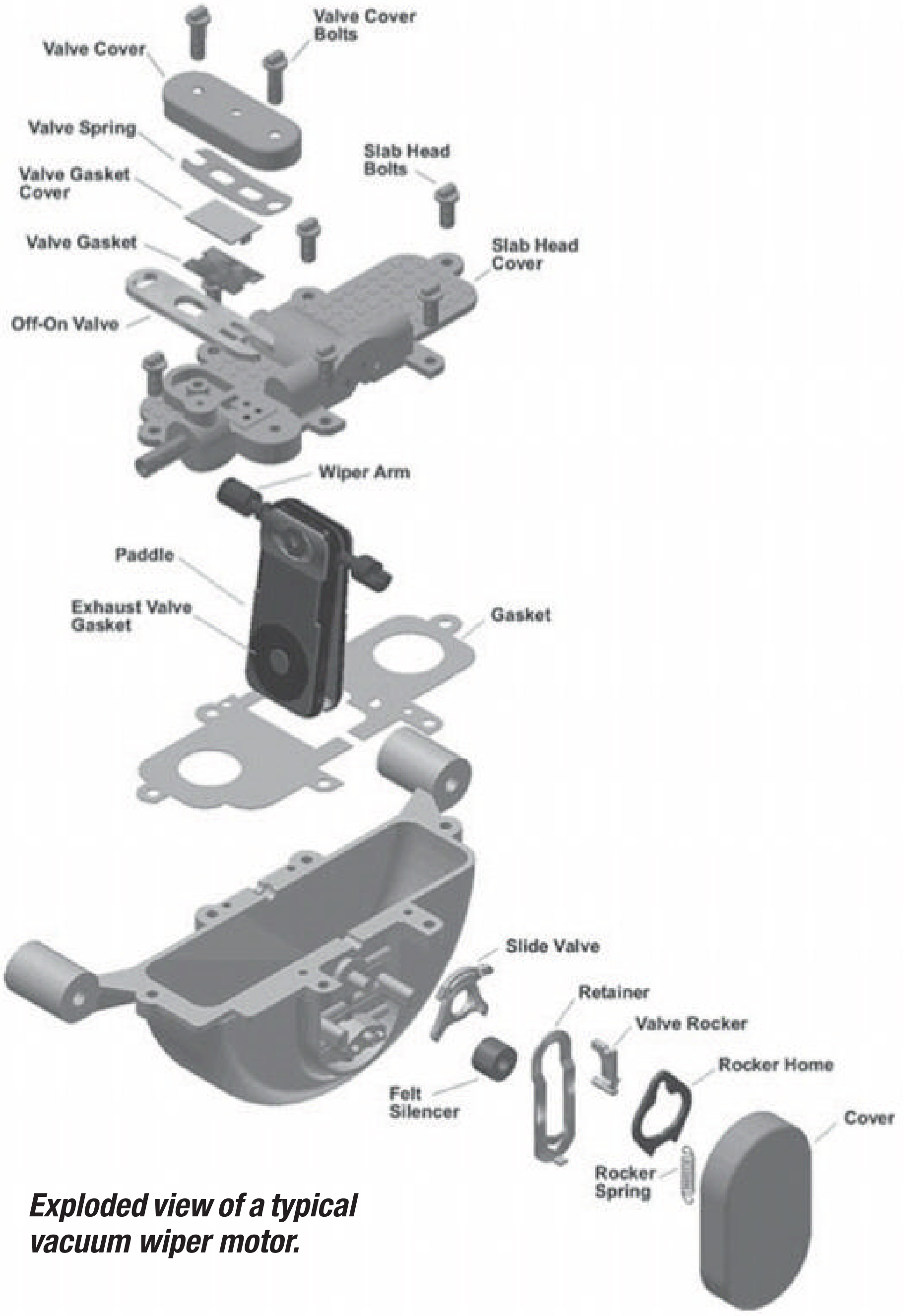
Typical vacuum wiper motor with integral off/on valve and manual operating lever used on M38 jeeps. Mounting is below windshield.

For those who like ancient history, the Trico S583 series wiper motors (with some exceptions) were used on the MB, GPW, M37, CCKW (open cab),the early DUKW (with vacuum instead of air wipers) many open cab I.H.C. vehicles, and most Dodge WC trucks, including the 6X6. These motors had an integral control valve (switch) and a short manual handle.

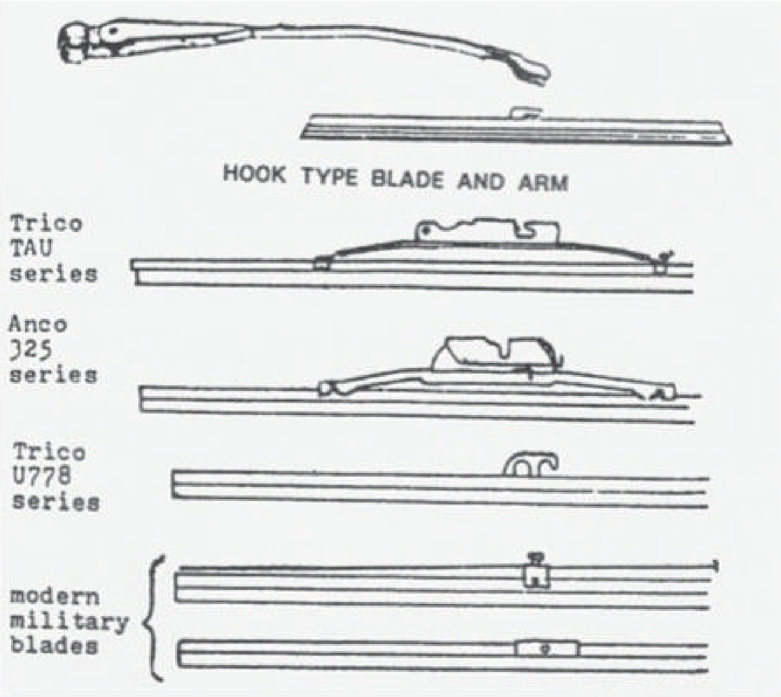
Trico KSB series motors (with some exceptions) were used on the half-ton Dodges, some WCs (closed cabs) the CCKW closed cab trucks, and the Chevy G-506. These also had an integral control valve (though the valve's location varied) but no manual handle.

Trico SK527 series wiper motors were used on the M38, M422, M715, and M151. These motors had no integral control valve, but featured a long handle for manual operation. (These are the motors I have on my Patrol.)

Keep in mind, these are series motors and have differences within the series for various applications, such as wiper shaft length, type of mounting, degree of blade sweep, parking posi-



Exploded view of a typical vacuum wiper motor.



There are many subtle differences in wiper arms and blades, and while these differences may seem slight, and those little parts may look very much alike, they will seldom, if ever, interchange!

tion (left or right) and location of the control valve. If you're restoring your vehicle, it would be best to visit a few HMV shows to see what style of motor, arm, and blade is correct for your own application.

WIPER BLADES

Generally speaking, the same basic type of wiper blade was used on most U.S. tactical MVs from the early 1940s up until the early 1970s. This was the Trico U778 series, and was also used on some civilian cars and trucks. It was a straight blade designed for wiping flat glass. Early types were mounted to the wiper arm by a hook, while later types had a set screw, similar to early Volkswagen wipers, and other types had a small thru-bolt. These blades are seldom found in auto parts stores today. Beware when ordering NOS blades by mail or on-line because the rubber has usually deteriorated to the point where they won't wipe properly. However, the Web is a great source for straight repro blades in various lengths. (I use repro hook-type 9" blades.)

Blade length is also important to how well your wipers wipe. Obviously, the longer the blade, the more it resists being moved across the glass by the motor. "Correctness" notwithstanding, you should choose the shortest blade that provides adequate vision.

You can often adapt early model Volkswagen blades to fit your set-screw arms. I've had success replacing the thru-bolt type blades with larger straight commercial truck models by simply cutting the blade to the correct length. Marine supply houses are often a good source for straight windshield wiper blades, though some marine blades are made of vinyl instead of rubber. These don't wipe very well in vehicular applications. Likewise, the quality of repro blades varies widely.

More modern blades, such as the Trico TAU series and Anco 325 series can sometimes be used on older HMVs, either with the proper replacement arm, or if you're lucky enough to find an adaptor kit. Naturally, these aren't correct if you're fully restoring your vehicle, but a little OD paint will give them a military look.

There used to be an adaptor kit from Anco (#33790) that allowed you use the more modern Anco 325 series blades on older arms. Anco 525 series blades could also be used with this kit, though these blades were meant for curved windshields and don't work as well on flat glass.

A lot of Model A Ford parts dealers still have the proper style U778 wiper blades — usually reproductions. A Model A blade may be too short for some HMV applications.

By the way, the proper blade lengths for most common collectable U.S. HMVs are 8-1/4", 9", 10", 11", and 12". Again, a search of the Web should get you what you need.

While this just about covers the trouble-shooting and repair procedures for HMV vacuum windshield wipers, here are a few other tips for maintaining clear vision:

Sunlight rots wiper blade rubber. It's good practice to replace your wiper blades about every two years, especially if your vehicle is used a lot or is parked outside.

There used to be something called wiper blade dressing, which preserved and even restored old blades, and you might give that a try if you can find any. Another trick is to gently sand the blades with fine sandpaper or emery cloth. I've found pros and cons to using "Rain X." It seems to work better when you don't use your wipers, but tends to streak the glass if you do.

Another major factor in clear vision, and one that a lot of people don't consider, is that an aged windshield has thousands of tiny pits and scratches. Oncoming headlights at night make a mosaic of diffused glare which can seriously hamper your sight.

If you've been experiencing this sort of thing, it might be wise to get new glass. This will not only improve your vision but will make your HMV look better, too. ✪

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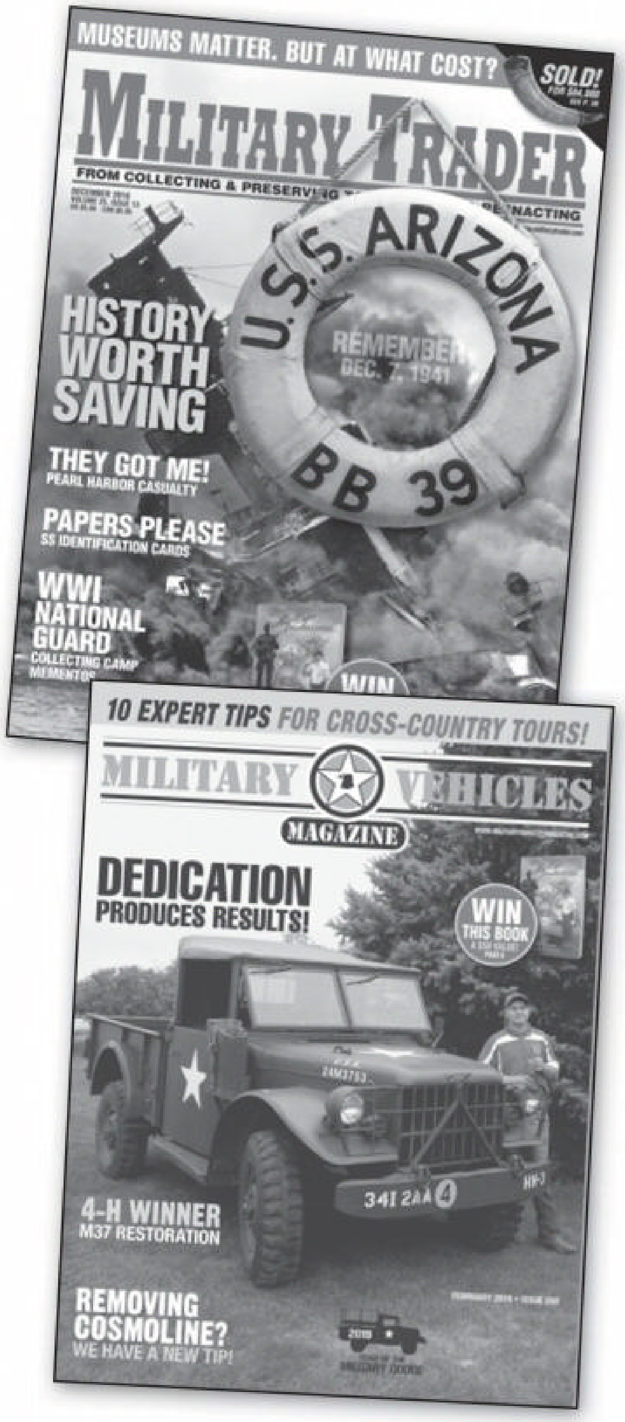
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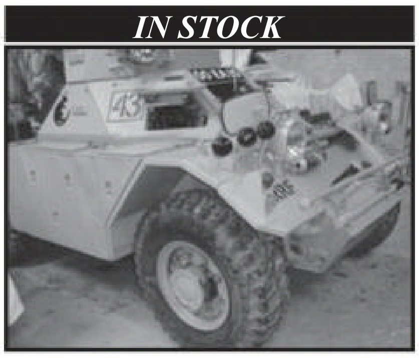

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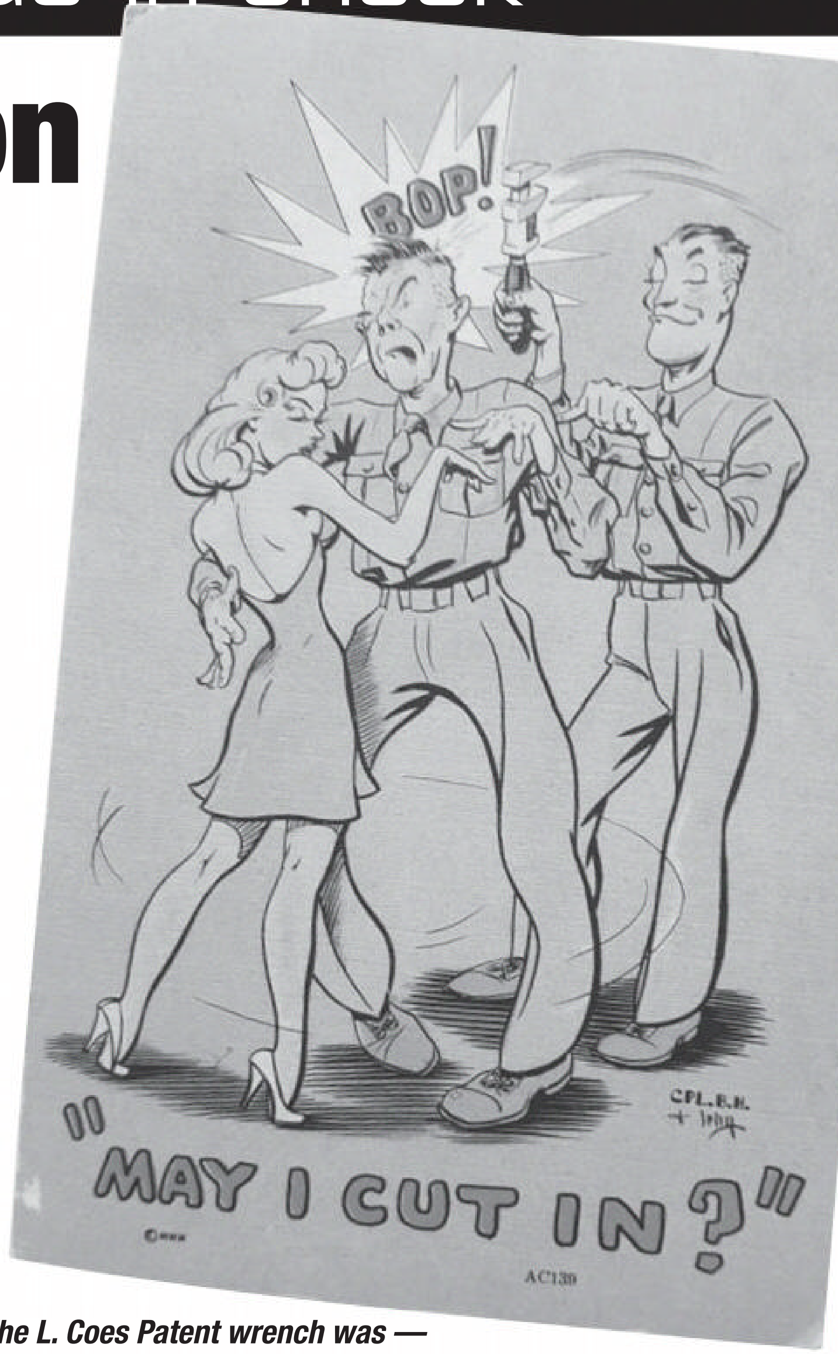
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"MAY I CUT IN?"
AC139

The L. Coes Patent wrench was — and still is — a versatile tool. Vintage postcard from the author's collection of military cartoon postcards.

All types of military vehicle fans read this Magazine. Many are old hands at vehicle maintenance and restoration while others are new at it or even pay someone to do work for them. Regardless, tools are mandatory for most maintenance and repair projects. We updated and added to a tool-description list originally published, we think, in Peter Egan's column in Road & Track*, April 1996. This should help get "rookies" up to speed on terminology. Experienced mechanics might learn something new, too. We welcome additions to the list. Send them to our editor at jadams-graf@aimmedia.com*

SHOP TOOL "DAFFYNITIONS"

AIR COMPRESSOR: A machine that takes energy produced in a far away power plant and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over-tightened 50 years ago by a motor pool mechanic, and neatly rounds them off.

AIR WRENCH: One of the most effective tools for snapping off left-hand thread wheel studs on the left sides of many old Fords, Chryslers, and foreign vehicles. The larger the wrench, the better.

ANGLE GRINDER: Useful for many tasks and is especially good at removing those pesky and unwanted F-script marks from jeep bolt heads and castings. NOTE: This will be demonstrated this April 17 during the "De-Scripting Seminar" at the Camp Plymouth, Calif. event, April 14-19, 2020 (also see J-B WELD).

BANDSAW: A stationary power saw mechanics use to cut large pieces into smaller ones that turn out to fit better into the trash can.

COES STYLE WRENCH: Great when invented 180 years ago and great today for heavy duty adjustable wrenching. This screw-type wrench below was the first one-handed adjustable wrench. It was called "monkey wrench" and its manly weight makes it useful for all kinds of tasks

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large prybar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

CRESCENT WRENCH: Commonly used for general nut and bolt work, but it excels at rounding off hydraulic fittings.

DAMMIT TOOL: Any tool that you throw across the garage while properly yelling "DAMMIT." It is normally the next tool needed.

DRILL PRESS: A tall, upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, hitting the freshly painted hood you put in the corner for protection.

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until it's time for chow.

ENGINE HOIST, TWO-TON: A tool for testing the tensile strength of everything you forgot to disconnect.

EXPLETIVE: A kind of balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit, which snaps off in bolt holes you couldn't use anyway.

FIR 2"x4", EIGHT-FOOT LONG: Used for levering a jeep off a trapped hydraulic jack handle.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

HAMMER: Originally employed as a weapon of war, the hammer is now used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

HAMMER, CLAW: One of the most used shop tools because there is always one available, although most military vehicle owners will deny using them.

HAMMER AND DOLLY: Using these on a truck body are a great option for when your neighbor makes you mad by complaining about the noise of your leaf blower.

HOSE CUTTER: A tool used to cut hoses too short. Similar to a Tube Cutter.

HYDRAULIC FLOOR JACK: Used for lowering a truck to the ground after working underneath or on brakes or wheels, designed so the bumper firmly traps the jack handle.

J-B WELD: An epoxy often used by novice electric welders to solve weld porosity by neatly filling the holes. This product will be demonstrated April 17 for filling pesky and unwanted F-script stampings on jeep parts during the "De-Scripting Seminar" at the Camp Plymouth event April 14-19, 2020, in California (also see Angle Grinder).

LINE WRENCH: A box ended wrench with a handy slot in the end for slipping over a hydraulic line, offering more grip on the fitting than an open wrench. These are often the only tool that will work and are never found when needed but are always there when not needed.

MOTOR POOL MECHANIC'S KNIFE: Used to slice through the contents of newly delivered cardboard packages and contents, particularly effective on canvas tops, seat cushions, rubber parts, and manuals. The best tool for jeep owners to quickly open boxes from Ron Fitzpatrick to get to the gummy candy.

OXYACETYLENE TORCH: Primarily used to locate and dispose of flammable objects in the workshop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

PLIERS: Used to efficiently round off light duty nuts and bolt heads. One of the better tools for creating blood-blisters.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace the 50-cent part.

SCREWDRIVER, PHILLIPS: Invented for opening paper and tin oil cans, today they are the most efficient tool for stripping out Phillips screw heads. Some boys in the motor pool also use this term for a cocktail made from vodka, orange juice, and milk of magnesia, but this is unauthorized.

SCREWDRIVER, FLAT-BLADED: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

SEAL REMOVER: Resembling a type of native American war hatchet, this is designed to quickly lever oil seals out of engines, transmission, transfer cases, and axle housings. These are great for stumping the rookie during "What is It" bull sessions.

SKILSAW: A portable tool useful for building work benches. It is mis-named because it takes little skill to use it unsafely.

SMOKE MACHINE: In some truck repair situations, this diagnostic tool can find pressure or vacuum leaks in a closed system. It is an advanced tool rarely owned by non-professionals, except for those who work on old British vehicles with Lucas electrics. These components are smoke-powered, so when the smoke leaks out it ceases to work. The smoke machine replaces the smoke although it is not a permanent fix.

STARTING SPRAY: The simpler way to get a 6-volt jeep to start rather than properly setting up the jeep.

STEERING WHEEL PULLER: Good concept but rarely used in the motor pool because large hammers are available.

TRANSMISSION FLUSH MACHINE: A sophisticated fluid replacement machine for automatic transmissions, typically used in commercial shops for a "Wallet Flush Service." On some modern vehicles, when attached to the wrong cooler lines it can unexpectedly but efficiently flush power steering systems.

TROUBLE LIGHT: A necessary part of the motor pool mechanic's tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under trucks. Health benefits aside, its main purpose is to consume bulbs at the same rate as 40mm shells were used in the battle of Okinawa. More often dark than light, its name is somewhat misleading.

TUBE CUTTER: An excellent tool used to make brake lines and armored vehicle conduits too short. Similar to a Hose Cutter.

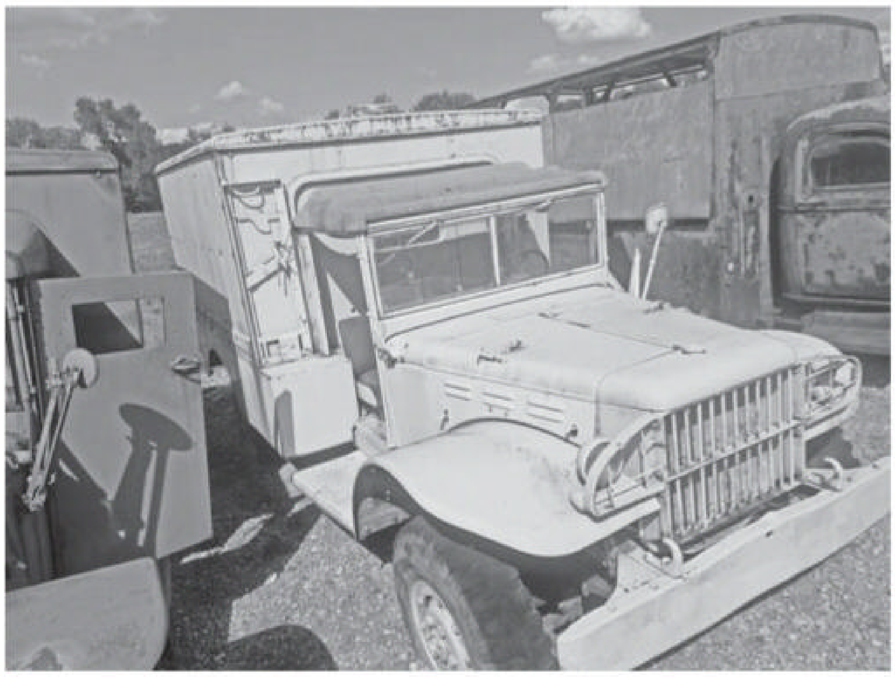
TWEEZERS: A tool for removing splinters, wire wheel wires, and for drill instructors, nostril hairs.

VISE: The first thing to purchase when setting up a workbench. It is like a gun safe in that it holds things securely and is usually not big enough.

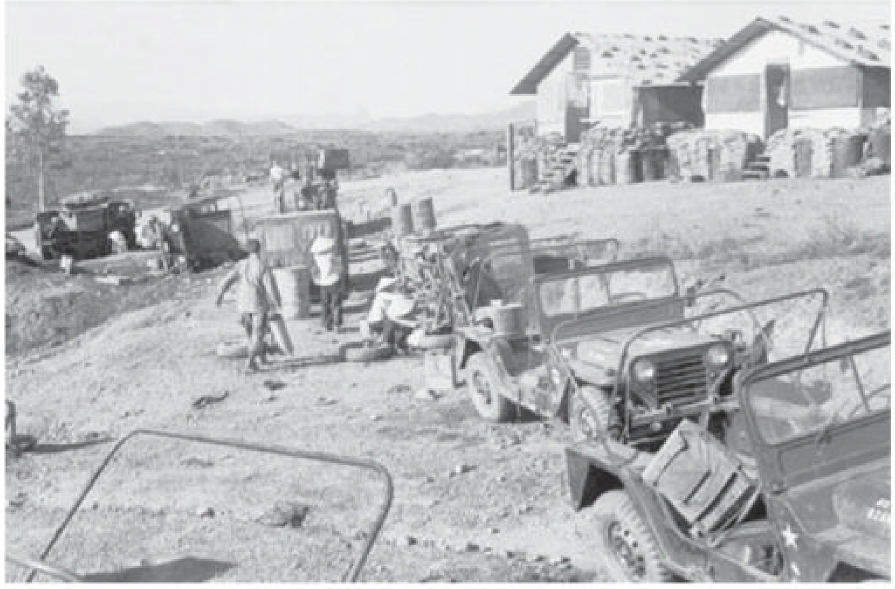
VISE-GRIPS: Generally used after pliers to more effectively round off nuts and bolt heads and is required for Grade 8. If nothing else is available, they can be used to transfer intense welding heat to the palm of your hand.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench at the speed of light. Also removes fingerprints and hard-earned guitar calluses in less time than it takes to say, "Ted Nugent." ✪

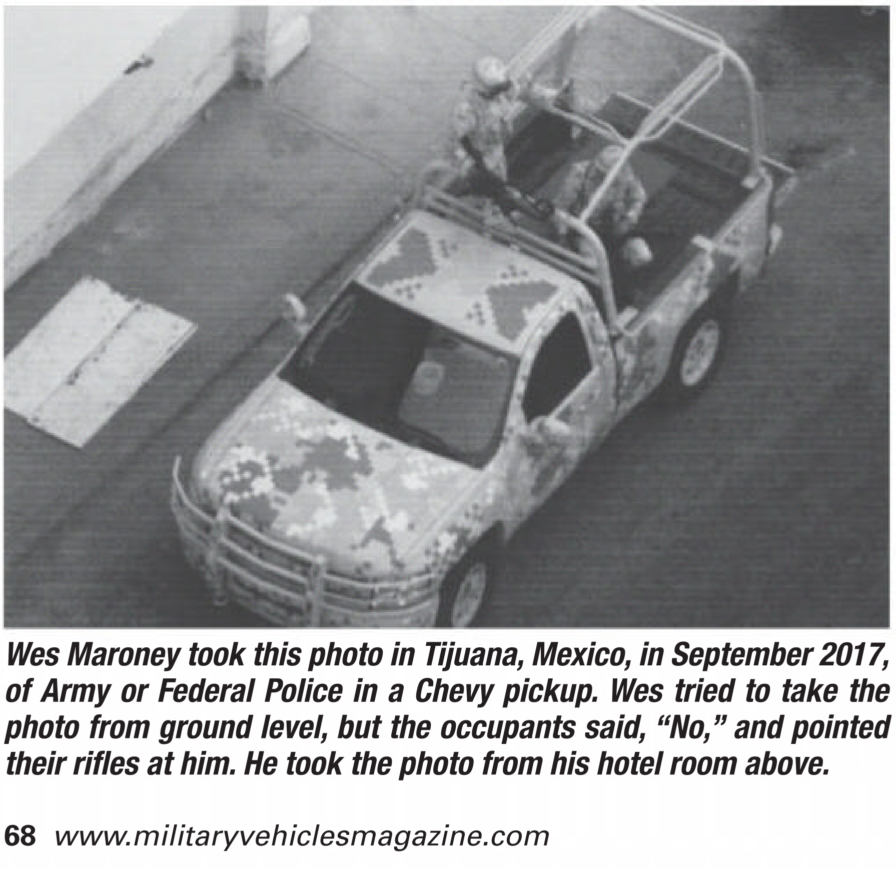
READER PHOTOS



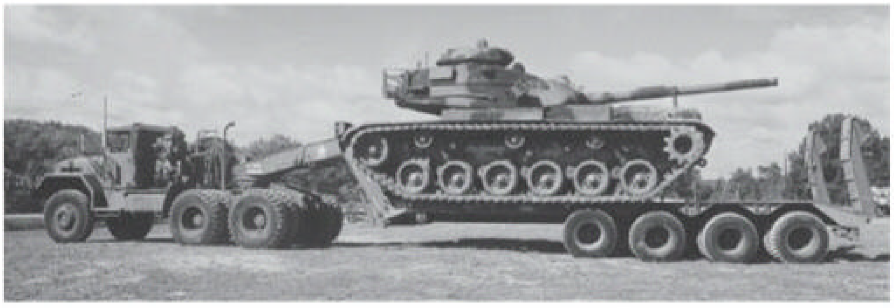
Daryl Bensinger took this photo of an unrestored WC-64 Dodge (knock-down) ambulance at Gladys Jones and George Diehl's show in Hallsville, Ohio.



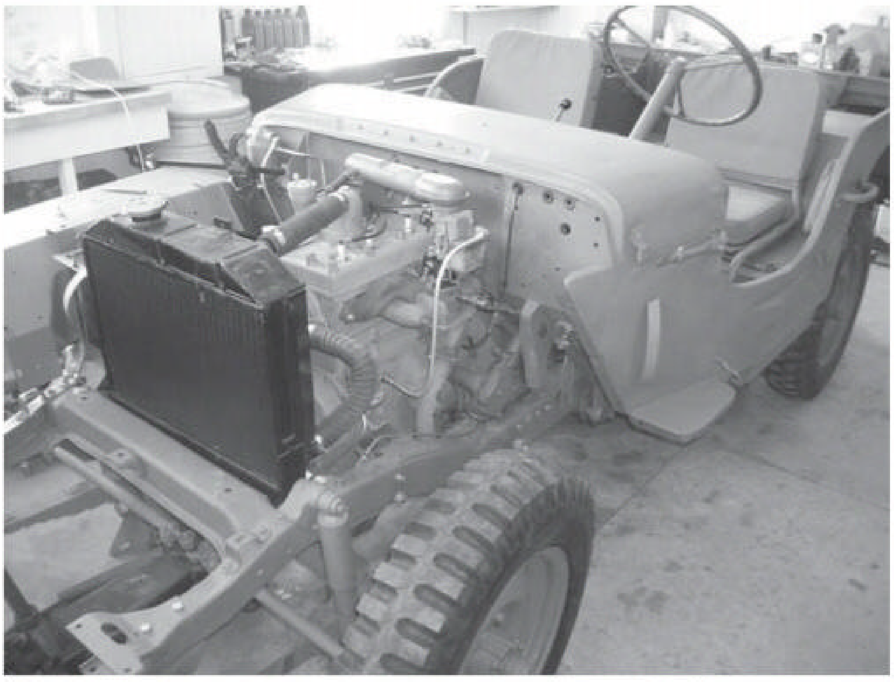
Phil Francis took this photo in December 1971, of M151s being cleaned for turn-in. Vietnamese day laborers and at least one GI are seen cleaning pina-prime off the under carriages.

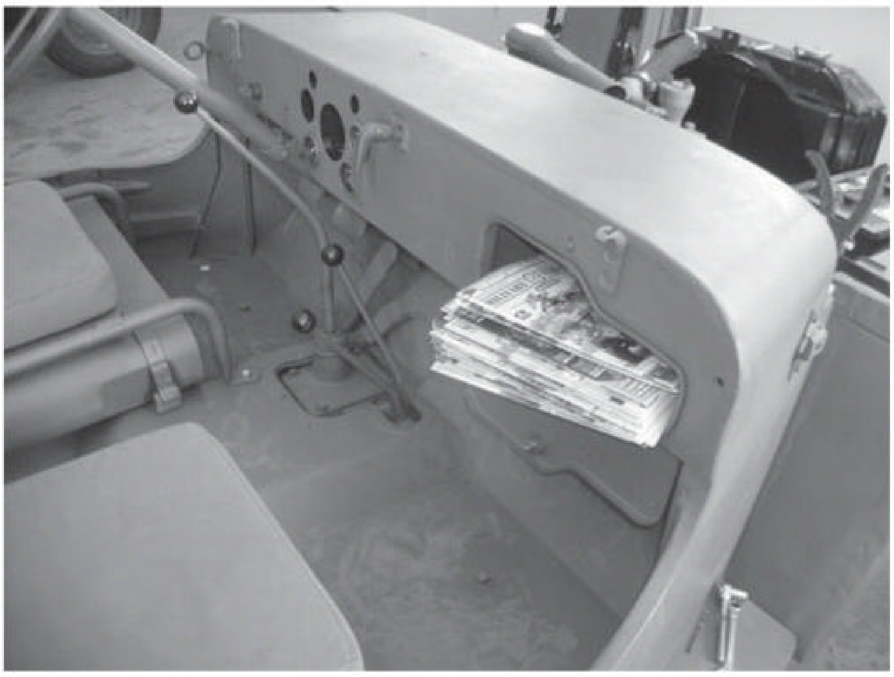


Wes Maroney took this photo in Tijuana, Mexico, in September 2017, of Army or Federal Police in a Chevy pickup. Wes tried to take the photo from ground level, but the occupants said, "No," and pointed their rifles at him. He took the photo from his hotel room above.



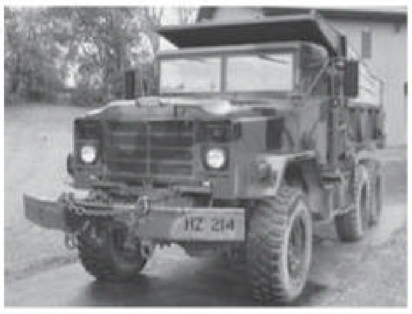
Phil Francis took this photo of an M123 and M747 carrying an M60 at the Sussex County, New Jersey, fairgrounds in about 1992. This is the site of the annual MTA show.



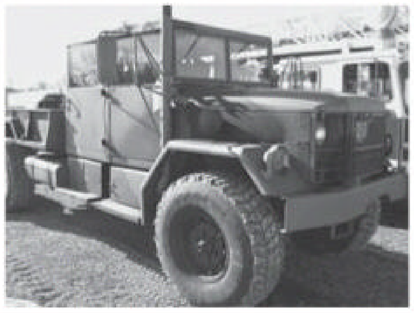


When David Dorson was assembling another war-time Jeep with plans to have it ready for the Piston Power show at the I-X Center in Cleveland. His wife was having company the other day, so she gathered up some of his Military Vehicles Magazines that were spread around the house. He saw the stack of magazines, headed for recycling, and promptly hid them in his Jeep project. This Jeep is a Ford GPW frame and drive train, with a WOF tub, random fenders, and reproduction seats.

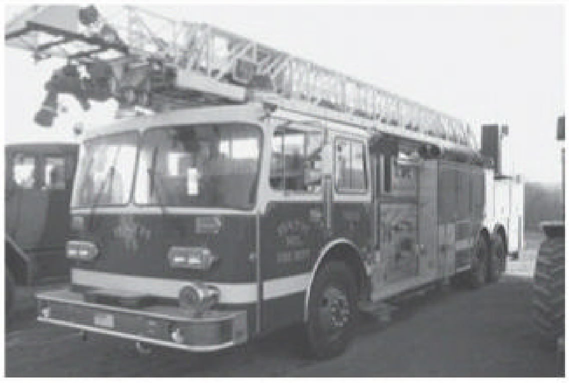
Military Vehicles Magazine welcomes photo submissions from its readers of any MVs, new or old. Send photos with a brief description to: *Military Vehicles Magazine*, Attn: Reader Photos, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481. All submissions become property of F+W Media, Inc. and may be considered for inclusion (with proper credit) in other features.



5 ton dump truck with winch. 17k miles. Just serviced. Clear PA title............ $27,950



2.5 ton quad cab. Clear PA title. $39,900



1987 Spartan. 110 foot ladder, Detroit diesel, auto, all new Bridgestone tires, recent certifications, 26k miles, clear PA title, runs, drives, operates excellent. Replacement truck cost 1 million dollars. ....Asking $56,000

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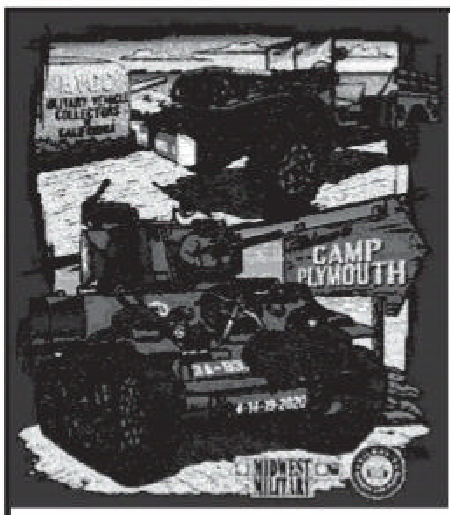

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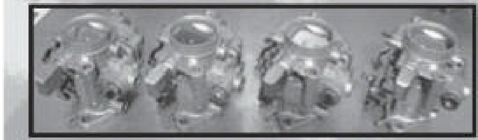
Billy's M151 Military Carburetors



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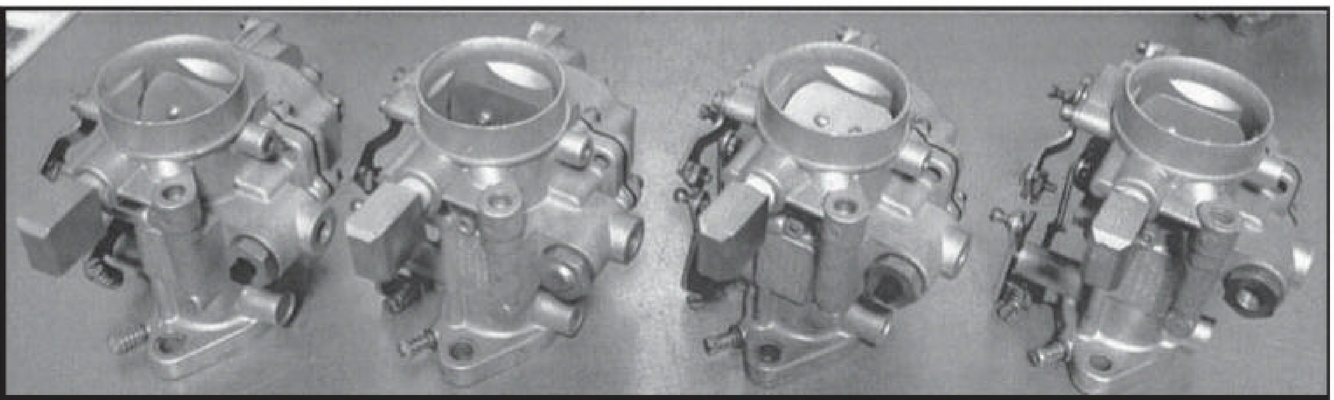

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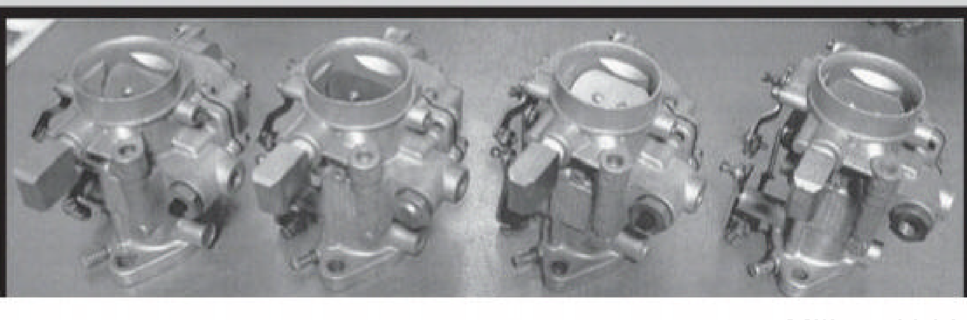
*** All carbs carry a money-back guarantee. Call for pricing & details.**

BE SURE TO WATCH MY BEFORE & AFTER VIDEO OF AN M151 MUTT JEEP CARBURETOR REBUILD ON WWW.YOUTUBE.COM



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Just fill out the attached form and return to our editor before February 17, 2020

IT'S TIME TO CLEAN UP OUR DIRECTORY
If your listing is the same as last year's directory, just check the box and let us know. If we don't hear back, though, your previous listing will disappear.

Mail via snail mail directly to JAG:

2020 MVM Directory
c/o John Adams-Graf
901 Fourth St., Suite 50
Hudson, WI 54016

We must receive your form by February 17, 2020, to guarantee inclusion in this, once-a-year Dealer Directory.

2020 Vendor DIRECTORY

As a service to the hobby, *Military Vehicles Magazine* invites all vehicle-related dealers, show promoters, and organizations to be listed, **free-of-charge**, in our annual Vendor Directory. To be included in the 2020 Vendor Directory, complete this form and return **NO LATER THAN FEBRUARY 17, 2020**

Business Name: ____________________

Primary Contact: ____________________

Address: ____________________

City: ____________________

State: __________ ZIP: __________

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☐ Same as last year's listing, or
☐ Update with information below:

Vendor / Provider of: *Check all that are applicable:*

☐ WWII US Vehicles ☐ Post-WWII US Vehicles
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☐ Reproduction Parts ☐ Weapons (Live or Display)
☐ Tires ☐ Tracks ☐ Vehicle Canvas
☐ Tools / Resto Supplies
☐ Stencils / Markings ☐ Paint
☐ Restoration / Rebuild Service
☐ Routine Service Provider ☐ Towing / Hauling
☐ Vehicle Rental ☐ Historical Militaria
☐ Military Surplus ☐ Reenacting Supplies
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☐ Show Promoter ☐ Club / Organization

Send completed form by Feb 17, 2020, to:
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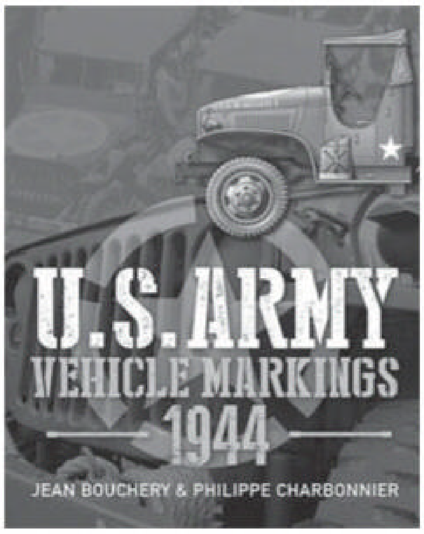
BOOK REVIEWS

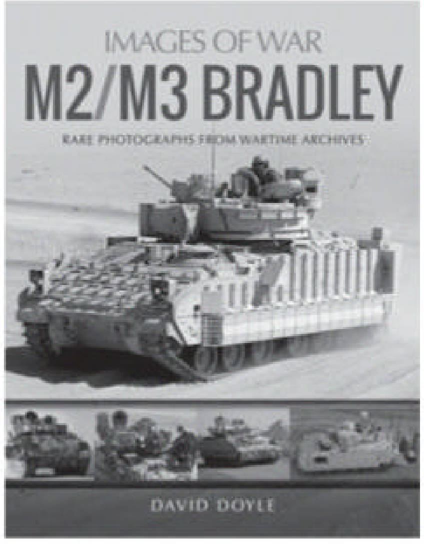


U.S. Army Vehicle Markings 1944, **by Jean Bouchery and Philippe Charbonnier** (ISBN 978-1612007373Casemate Publishers, 908 Darby Road, Havertown, PA 19083, 610.853.9131; www.casemategroup.com. Hardcover, 144 pages, more than 300 photos and 200 illustrations, 2019, $37.95

This uniquely detailed guide covers the markings used on American tanks and tracked vehicles, trucks, and jeeps to denote their unit and classification, plus tactical markings and the debarkation codes used in the Normandy landings. Hundreds of contemporary photographs are paired with color diagrams to show how markings appeared on vehicles (including measurements) and explain variations in use. .

While the text and illustrations focus on the European Theater, the authors relied on a couple of primary sources that were available to troops in both the Pacific and European theaters of operation: *TM9-2800 Standard Military Motor Vehicles* and *AR-850-5 US Military Equipment Markings* (in addition to many others). Combining the information from these sources, the authors have created an easy-to-use reference.

After a brief introduction to types of vehicles (including Lend-Lease), the book delves into the organization of US Army motorized units. The rest of the book covers common unit markings, tactical markings, US Air Force markings, unit serial numbers, and camouflage. This reference is a welcome addition that modelers, collectors, and restorers of historic vehicles will come to rely on as a standard reference.



M2/M3 Bradley Rare Photographs from Wartime Archives; Images of War**, by David Doyle.** (ISBN 978-1526738813, Pen & Sword Books Ltd, 47 Church Street, Barnsley, South Yorkshire, S70 2AS; www.pen-and-sword.co.uk or from the author at www.DavidDoyleBooks.com. Soft cover, 234 pages, fully illustrated, 2019, $24.95).

Through hundreds of color photos, the bulk previously unpublished, *Images of War: M2 Bradley* explores America's premier Infantry Fighting Vehicle in an unprecedented level of detail. Go inside and out the modern-day icon, then ride it into battle through they myriad of photos presented in this book. See why Bradley remains one of the most formidable armored combat vehicles of its class, even as it logs over 35 years of service. ✪

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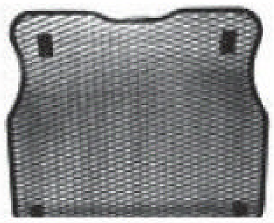

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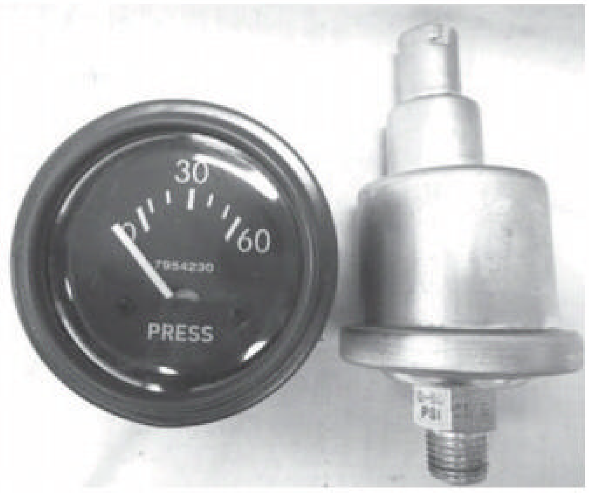

Peter has also developed matching 24 Volt Oil Pressure Sending Units available in 0-60 PSI and 0-120 PSI as well as a new Fuel Sending Unit for the M38A1 Jeep.

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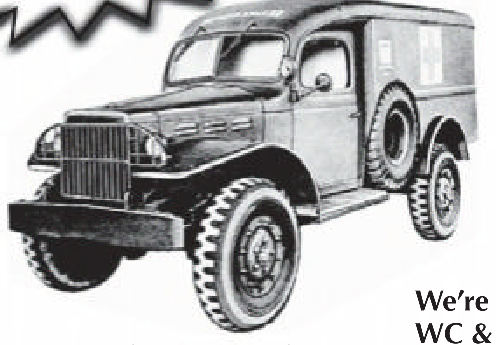

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TECH TIPS

by Steve Turchet

THINK BEFORE YOU JUMP

Using your vehicle, HMV or otherwise, to jump-start another vehicle can be hard on your generator or alternator unless it's done right. Alternators and generators were not designed to charge a vehicle's battery while the starter is cranking and drawing a lot of power.

If the other vehicle's battery is dead, hook up your jumper cables — taking all the usual precautions — then run your engine at moderate RPM for about five minutes to charge the other vehicle's battery.

Then shut your engine off while the other driver cranks his. Don't let yourself be talked into running your engine while the other guy is cranking because it "saves time." It might save him time, but that won't help you if your generator or alternator is overloaded, overheated, and damaged.

You might also remind the impatient person how long it would have taken for a tow-truck to get there if you hadn't chosen to help.

ELIMINATING THE IMPOSSIBLE: PART ONE

Steve: I really enjoy your "Tech Tips." It's the first thing I read when I get a new Military Vehicles Magazine.

I have a problem I would like to ask you about on my 1942 Ford GPW. I am just finishing it after four years of rebuilding.

I am 63 and have worked in industrial maintenance for 24 years. I have worked on everything from Navy Lockheed P3s, to antique airplanes, jeeps, to a Ford tractor, but this one has about stumped me: I can't keep oil in the transfer case.

It keeps blowing out the vent. I rebuilt it, cleaned everything, inspected the case, all the gears and shafts, replaced the intermediate gear, installed all new bearings, seals, reassembled and set bearing clearances by the book. I have checked all the things that I think would cause the problem.

I first thought I may have overfilled the transfer case, but it was full to the plug. The vent is clean and in good shape.

I have driven the jeep for a while and checked the temp and it's not running hot. I first filled the transfer case with 85-90 gear oil. Then, I decided to try adding almost a quart of Lucas gear oil stabilizer. This may have helped, but it didn't solve the problem.

I know piston aircraft engines will not run full of oil without venting a quart or so... ou have to run what they like to run. If you keep filling it up, you will just waste the oil and dirty up the belly.

I was wondering if it would be safe to run my jeep and see if it would stop venting out after the level dropped, drain it, and see if it had a safe amount to operate on left in the case? Or do you think a straight weight oil would help?

I would appreciate any thoughts you might have on the problem. Thanks much. Keep up the good work. — Johnny Turner

You say your transfer case oil keeps blowing out the vent. Are you sure the oil is at the right level? This would be at the bottom of the threads of the oil level plug hole on the right side of the transfer case.

If that is correct, check the vent itself. It may be too "venty." In which case, you should get another vent assembly.

One way to check would be to replace the vent with a plug. Fill the transfer case to the correct level with oil and drive the jeep. If no oil blows out around the front and rear propeller shaft outputs, this would indicate that no pressure is building up inside the case... which is normal.

Try plugging the vent hole as I suggested. Then let me know what happens.

ELIMINATING THE IMPOSSIBLE: PART TWO

I plugged the vent as you suggested and checked the vent again. The vent is the same as in the three other transfer cases I have in the shop.

I refilled the oil with 80-90. I couldn't find straight 90 in less than 5-gallon cans, but the way I am going, I may need 5 gallons!

I left the plug out until all excess oil ran out so I knew it wouldn't be too full. Then I drove the jeep for 2 miles and stopped to check for leaks. No leak at this time, so I drove for 5 miles more before pulling in the shop. I got under the jeep and found oil was leaking from the back plate. I placed my hands on every part of the case that I could reach. It was warm but not hot, considering the exhaust runs just in front of it.

Then, I placed the jeep on jack stands, replaced the rear cover gasket, and the cover itself. I thought the other one might be warped.

I removed the plug and reinstalled the vent, started the jeep, placed it in high gear, and pulled the throttle out until it indicated 40 miles-per-hour. By the time I got on my creeper and rolled under to check the vent, it already had oil running out. The transfer case was cold and the oil was cold. I really don't think it could heat up that fast to cause pressure, but in some way oil is getting forced out the vent.

I think I will run it for a while to see if at some point it will stop venting oil, drain the case, and see how much it retains. If it doesn't retain enough oil for safe operation — as bad as I hate to — I will remove it and replace it with a later case that I have in the shop, then tear it down to see if I can figure out what's going on.

I hate redoing all that, but I guess that's part of the fun of restoring old jeeps. Thanks much for your help. — Johnny T.

You seem to have a mystery here, and as Sherlock Holmes said, "Once you eliminate the impossible, whatever remains, no matter how improbable, must be the truth."

The facts as you state them, seem to be that after you rebuilt your transfer case it started blowing oil out the vent. You didn't say in your first letter if it was doing this before you rebuilt the transfer case. If it wasn't, then obviously something changed after you rebuilt the case. 80-90 weight oil (which is about all one can easily get these days) is suitable for your transfer case, so let's eliminate the weight of oil as a cause.

If you installed the same vent as was used before you rebuilt the case — and again assuming you weren't having this problem before — then we can eliminate the vent as the cause.

If this was an M38 or an M38A1 with a waterproof transmission and transfer case, my first guess would be that the vent lines were plugged or the fording valve was closed so pressure was building up in the transmission and transfer case.

However, neither the transmission nor the transfer case are airtight on WWII jeeps (or should be) so there seems no possible reason why excessive pressure should be building up in either unit. Furthermore, the connection between the transmission and transfer case is not airtight, so again there seems no possible reason why pressure would be building up in the transfer case. Lastly, of course, we know the vent is open to the atmosphere because oil is coming out of it.

Let's begin to eliminate impossibilities: It's interesting that after you plugged the vent, oil began leaking from the PTO output cover. This would again seem to indicate that pressure was building up in the transfer case. But, that's impossible on that model jeep because the connection to the transmission is not airtight, and the transmission itself is not airtight. If pressure was building inside the transfer and the vent was plugged, then oil should start coming out around the transmission shift lever. Which indeed makes this a mystery!

You are certain that this is gear oil and not engine oil... say from a leak in the engine? I assume you are, but I had to ask.

Obviously there is something improbably wrong, and if you weren't having this problem before you rebuilt the transfer case, then obviously something wasn't done right with the rebuild. I mean no offense, but it seems as if we have eliminated the impossible, which leaves only the improbable.

You say you have other transfer cases? If so — and even if I believed I had done everything right on the rebuild — I would try switching to one of my other transfer cases to see if oil started blowing out the vent of one of them.

If not, then it would seem we are back to the improbable again: that something in the rebuild wasn't done right.

These are the best guesses I can give you without being there. Please let me know what happens.

ELIMINATING THE IMPOSSIBLE: PART THREE

Hey Steve, I think you hit on something.

A "Dr. Watson" theorized that if you replace the rear transmission bearing with a sealed one, the oil wouldn't migrate to the transfer case. When I rebuilt my transmission, I used a sealed bearing. I removed the inner seal so the bearing would lube well and turned the other seal out to the transfer case side, blocking the oil. This just may be preventing the upper part of the transfer case from venting to the tranny.

When I first got the Jeep, it didn't leak bad until I changed all the fluids. When I filled everything back up, the tranny and transfer case leaked like a screen door on a submarine. Guess it can't leak if doesn't have oil in it, but I didn't notice if any was running out the vent.

When I disassembled everything, I found that the tranny had no gasket on the front bearing retainer and no felt seal. The cap that covers the end of the 2nd and high gear shift rail was missing,no gasket on the top cover, and the vent was so plugged that I had to drive the hardened mud out with a punch.

All the transfer case seals were probably the ones installed in 1942. They crumbled like crackers when I removed them.

The intermediate gear bearings and shaft were worn out. The gear looked like it had splines where the bearings ran.

If you think the sealed bearing could be the problem, I will remove the rear cover and drive gear and try to remove the seal from the bearing. Thanks much again for your help. — Johnny T

I think you might have eliminated the impossible. The sealed bearing would seem a probable explanation why pressure was building up in the transfer case.

While the transmission and transfer case don't technically share oil, the connection between them is not supposed to be airtight. I hope that solves the mystery. Please let me know.

ELIMINATING THE IMPOSSIBLE: CONCLUSION

Steve: You were right. I think if the factory thought the transmission needed a sealed bearing in the rear of the tranny, they would have installed one — stated so in the parts manual.

It sounds good in theory, but the "Watson" who came up with this idea must not have tried it himself.

I removed the seal and removed the leak! Again, thanks so very much for the help. — Johnny Turner

No need to thank me. You did all the work. But you can thank Mr. Holmes for the concept of always eliminating the impossible.

Sometimes we try to improve something but don't consider that there might have been a good reason why that something wasn't "improved."

IS IT SAFE?

I have a 1967 M151. The radiator is probably original because several tubes have started leaking. I plan to have it recored as soon as I can afford it but I would like to know if you think that using a stop leak is safe for the engine?

If so, do you have any recommendations? — Dave B.

No radiator lasts forever and will eventually have to be replaced or rebuilt. You can usually get by for a while or fix a minor damage leak by using a good quality stop-leak product. Most of these work basically like a blood clot, solidifying where engine coolant meets air, such as a split in a radiator tube, or a crack in an engine block or cylinder head.

Unless grossly misused, most common stop-leaks can't damage an engine. While you usually get what you pay for in life, high price doesn't always guarantee effectiveness with stop-leak products. Results also vary with the type, location, and seriousness of the leak.

I once used something called KW Block Seal in a GMC engine with a very badly freeze-cracked block. I put thousands of miles on the truck with no problems. Radiator tubes expand and contract a lot, so are often harder to seal than block leaks. About the only product I've never had good luck with is "Bars Leaks."

Other than this, my advice is to carefully read a product's label. Be sure to follow the manufacturer's instructions, especially in regard preparing your cooling system. The instructions will indicate whether or not you should flush the radiator first. They will also tell you how much product to use depending upon the capacity of the system.

After all, the manufacturer wants it to work so you'll buy something else from them. — Steve

Send your favorite Tech Tip or question to Steve Turchet, c/o *Military Vehicles Magazine*, 5225 Joerns Dr., Suite 2, Stevens Point, WI 54481 or e-mail JAdams-Graf@aimmedia.com.

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Feb 21-23, FL, Mt Dora. MVPA's First Florida Chapter Winter Rally, Reenactment, and Swap Meet, Renninger's Antique Center and Flea Market, 20651 US Highway 441. Info: Stan Kinmonth (Rally Registrar), (904) 276-1418, stantr6@comcast.net; or Dave Thomas (President), (352) 817-1087, halftrackdave@yahoo.com; www.flmvpa.org

Feb 23-March 7, NEW ZEALAND, Orewa to Pakiri. Far North Convoy hosted by the New Zealand Military Vehicle Club, Inc. Info: www.nzmvc.org.nz

March 7, PA, Mt. Bethel. Redball Annual MV Pars & Militaria Swap Meet, 9-4PM, Mt. Bethel Volunteer Fire Co., 2341 N. Delaware Dr. Info: Jim Gilmore, 50 W Broadway, Jim Thorpe, PA 18229, 570.325.5216; jgilmore@ptd.net; www.redballonline.org

March 7, WA, Bremerton. Military Appreciation Day 2020, The Kitsap Sun Pavilion, 1200 Fairgrounds Rd NW. www.silverdalechamber.com

March 20-22, OK, Cushing. Cushing Fly-In Fairfeaturing Military Vehicles, Gun Show, Relics, Antiques, and Collectibles, Cushing Municipal Airport, 2414 Tom Maloney Dr. Info: Charles Montgomery, 817.929.1816; whipp.events@gmail.com; www.whippfarmproductions.com

March 21, TN, McMinnville. Tennessee Military Vehicle Preservation Association's Classic Car and Military Vehicle Show, 2240 Sparta Hwy. (old VFW Post). Info: oldhawgdriver@gmail.com

March 28-29, TX, College Station. WWI and WWII Living History Weekend, Museum of the American G.I., 19124 Highway 6 South. Info: info@americangimuseum.org; www.americangimuseum.org

April 1-5, CA, Piru. Lake Piru So Cal Miliary Vehicle Rally, Lake Piru Recreational Area, 4780 Piru Canyon Road. Sponsored by the Southern California Military Vehicle Collector Club. Info: www.scmvcc.com

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To list your upcoming rally, show, or event in Military Vehicles—free of charge—send full event information (date, complete location, and contact information) well in advance of the event to:

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April 3-4, KY, West Point. America's Largest Machine Gun Shoot and Military Gun Show, Knob Creek Gun Range, 690 Ritchey Lane. Info: 502.922.4457; www.knobcreekrange.com

April 14-19, CA, Plymouth. Camp Plymouth Swap Meet, MV Display. 49er RV Village, 18265 Hwy 49, and adjacent fairgrounds. Camping and info: www.MVCCNews.net

April 18-19, ENGLAND, Clywd, Dyserth, North Wales, LL18 5SB. No Man's Land WWi & WWII Living History Event, Bodryddan Hall. Info: admin@axisallied.co.uk; www.facebook.com/No-Mans-Land **April 20-26, FL, Daytona Beach.** Jeep Beach, 2020. The Daytona International Speedway. info@JeepBeach.com; www.jeepbeach.com

April 20-26, FL, Daytona Beach. Jeep Beach, 2020. The Daytona International Speedway. info@JeepBeach.com; www.jeepbeach.com

April 24-26, NC, Denton. 8th Annual Military Vehicle & Gun Collector Show. Denton Farm Park, 1072 Cranford Rd. Info: Denton Farm Park, (336) 859-2755; www.dentonfarmpark.com

April 25-26, NJ, Augusta. 19th Annual Military Vehicle Show and Swap Meet, Sat: 8-6, Sun: 8-3. Sussex County Fairgrounds, 37 Plains Rd. NO FIREARMS or LIVE AMMO. Info: Fred Schlesinger, 58 Bunnvale Rd., Califon, NJ 07830, 908-617-5066; spaces@mtaswapmeet.com; www.MTASwapMeet.com

April 28-May 3, CZECH REPUBLIC, Pilsen. Leave No Man Behind Convoy and Reenactment. Info: https://www.facebook.com/groups/2376670072653506/

May 1-3, MD, Aberdeen. 47th Annual East Coast Rally and Flea Market at Aberdeen's Ripken Stadium, 870 Long Drive, Exit 85 on I-95. Free admission. Info: 800-730-662; wacbgmvt@yahoo.com; www.washingtonbluegray.com

May 9, AL, Huntsville. USVMM/Dixie Division "Pre" Armed Forces Day Rally at the US Veterans Memorial Museum, 2060 Airport Road SW, Huntsville, AL 35801. For info contact USVMM @ 256.883.3737 or info@memorialmuseum.org

May 1-6, CZECH REPUBLIC, Pilsen. Liberation Festival Pilsen, Organised by Statutární mesto Plzen,Námestí Republiky 1, 306 32 Plzen; http://www.slavnostisvobody.cz

May 14-16, OH, Findlay. 45th Annual MVPA Convention in conjunction with the Findlay Show, Hancock County Fairgrounds, 1017 E Sandusky St. For vendor information, and to reserve space contact: John Cheney II;(419) 349-4795, m2hbcrazy@yahoo.com,for non-vendor information contact: MVPA-HQ; (816) 833-MVPA, (800) 365-5798, or hq@mvpa.org; www.mvpa.org

May 16, IA, Atlantic. BA-DA BA-DA BING BANG Rally, The American Legion Memorial Building (The Old Armory), 201 Poplar Street. Info: Steve Livengood, 712-243.5545; aplewood@q.com (preferred method); www.ariseatlantic.org

May 16-17, HOLLAND, Overloon. Militracks. The Museum. Museumpark 1, 5825 AM Overloon. www.oorlogsmuseum.nl/en/events/militracks/

May 25, WY, Dubois. National Museum of Military Vehicles Grand Opening Event, 1-2PM. National Museum of Military Vehicles, 6419 U.S. Hwy 26. 307.455.3846. info@nmmv.org; www. nmmv.org

May 29-30, OH, College Corner. The Willys Jeep Rally, Hueston Woods Lodge, 5201 Lodge Road. Info: Rick Riley;

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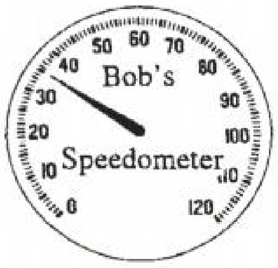

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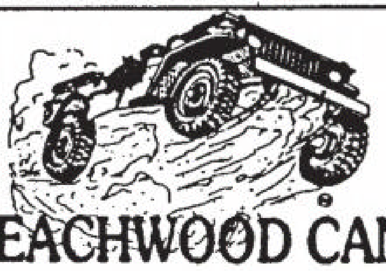

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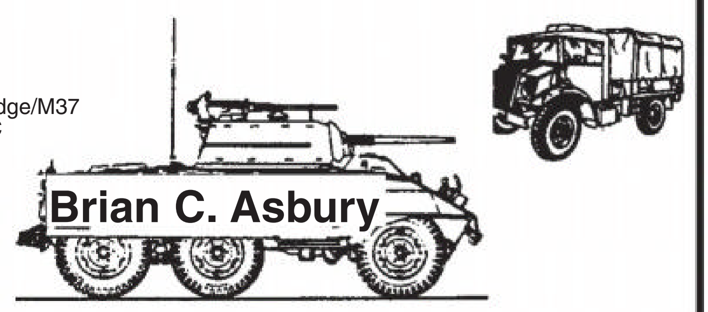

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May 31-June 7, IA, Fairfield. 33rd Annual Vintage Dodge Power Wagon Rally, Jefferson County Fairgrounds, 2600 W. Burlington Ave. Info: Vintage Power Wagons, 302 S. 7th Street, Fairfield, IA 52556; (641)472-4665; dodge@vintagepowerwagons.com; www.vintagepowerwagons.com

June 5-7, PA, Reading. 30th Annual World War II Weekend. Reading Regional Airport, 11 Museum Drive. Info: Russell A. Strine, 610.372.7333; maam@maam.org; www.maam.org/maamwwii.html

June 6, IN, Indianapolis. D-Day Display, Ft. Harrison State Park, 5753 Glenn Rd., (46216) enter at N Post Rd. & E 59th St. Presented by the Museum of 20th Century Warfare and Ft Harrison State Park.

June 13, CT, Lebanon. 43rd annual Ct. Military Vehicle Show & Flea Market. NEW LOCATION - LEBANON FAIRGROUNDS, 8-4PM. Vendor Info: Chuck Barnes: 860-215-0753; General info: Andrea 860-324-7328 www.comvec.org

June 18-19. IN, Portland. Museum of the Soldier's Annual Open House, 510 East Arch Street. For vendor information, contact: Mike Lusty; Rally@IndianaMVPA.org; www.IndianaMVPA.org.

June 20-21, ENGLAND, Badsey, Nr Evesham, Worcestershire, WR11 7PA. Wartime in the Vale. Ashdown Farm. General Show Enquiries: Amy m: 07899 025 091 e: amy@ashdowncamp.com; https://ashdowncamp.com/

REENACTMENTS / LIVING HISTORY

Feb 6-9, TX, Groesbeck. Old Fort Parker, 18th Century Living History and Reenactment event. Old Fort, Info: Thomas Bores, thomasabores@gmail.com

Feb 21-23, FL, Mt Dora. MVPA's First Florida Chapter Winter Rally, Reenactment, and Swap Meet, Renninger's Antique Center and Flea Market, 20651 US Highway 441. Info: Stan Kinmonth (Rally Registrar), (904) 276-1418, stantr6@comcast.net; or Dave Thomas (President), (352) 817-1087, halftrackdave@yahoo.com; www.flmvpa.org

March 7, IN, Indianapolis. Eastern Front Reenactment, Ft Harrison State Park, 5753 Glenn Rd., (46216) enter at N Post Rd. & E 59th St. Presented by the Museum of 20th Century Warfare and Ft Harrison State Park.

March 7-8, FL, Bushnell. WWII Weekend, Dade Battlefield Historic State Park, 7200 Battlefield Dr., Bushnell, FL 33513; 352.793.4781; www.dadebattlefield.com

March 7-8, TX, Austin. Battleground 1863, Texas Military Force Museum at Camp Mabry, 2200 W 35th St. info: www.texasmilitaryforcesmuseum.org

March 21, CA, Chino. Hangar Dance 2020 & Warbird Party, Plane of Fame Air Museum, 14998 Cal Aero Drive. https://planesoffame.org/events-calendar/Hangar-Dance-2020

March 21-22, IN, Vincennes. Annual WWI Living History & Reenactment. Indiana Military Museum, 715 S. 6th St. Info: 812.882.1941; sianoil@hotmail.com

March 27-29, MO, St Charles. Weldonkrieg 2020 (non-public event), Weldon Spring Training Site, 7301 Highway 94 (South). Info: http://soldierboy440.wixsite.com/weldonkriegofficial

March 28-29, TX, College Station. WWI and WWII Living History Weekend, Museum of the American G.I., 19124 Highway 6 South. Info: info@americangimuseum.org; www.americangimuseum.org

April 3-4, KY, West Point. America's Largest Machine Gun Shoot and Military Gun Show, Knob Creek Gun Range, 690 Ritchey Lane. Info: 502.922.4457; www.knobcreekrange.com

April 3-5, IL, Rockford. The Great War World War I at Midway Village, 6799 Guilford Rd. www.midwayvillage.com

April 17-19, PA, Newville. Spring Tactical (GWA Event), Caesar Krauss Great War Memorial Site. Info: www.great-war-assoc.org/

April 18-19, ENGLAND, Clywd, Dyserth, North Wales, LL18 5SB. No Man's Land WWi & WWII Living History Event, Bodryddan Hall. Info: admin@axisallied.co.uk; www.facebook.com/No-Mans-Land

Calendar continued on page 82

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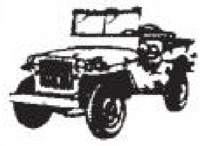

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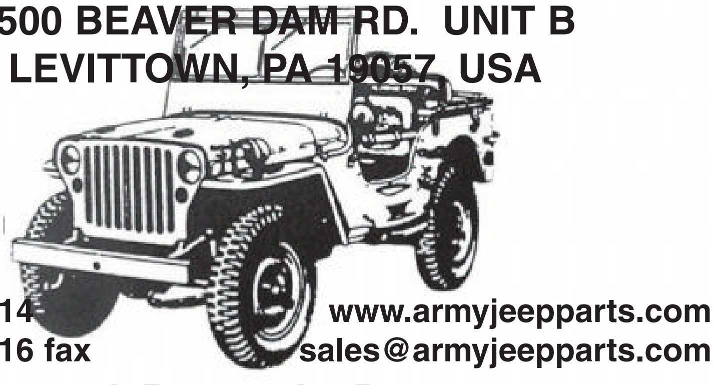

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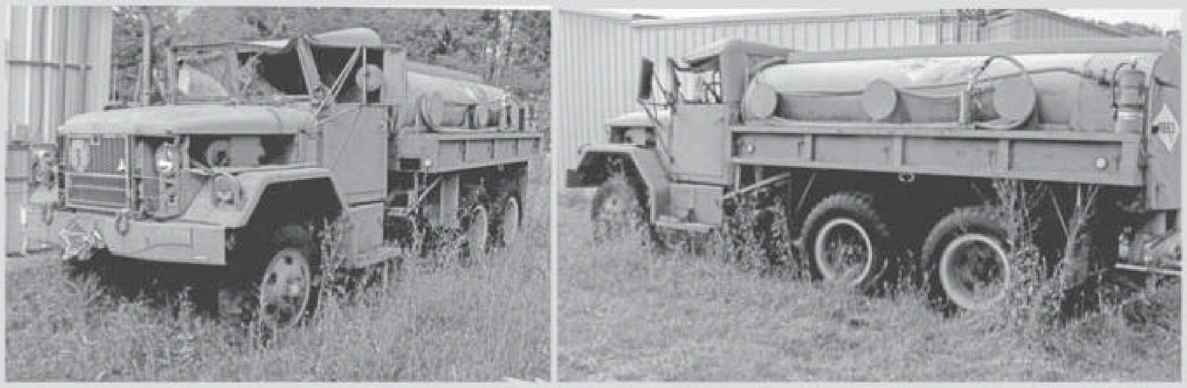
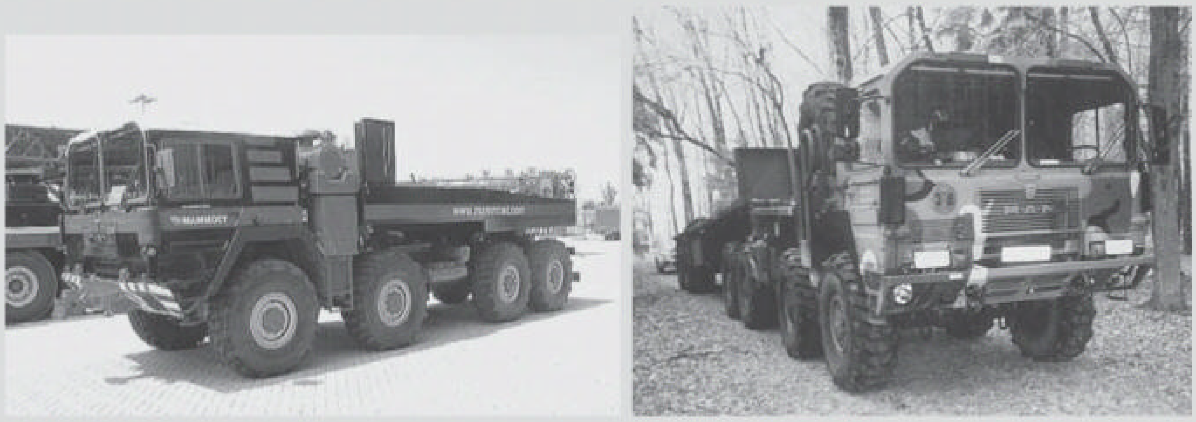
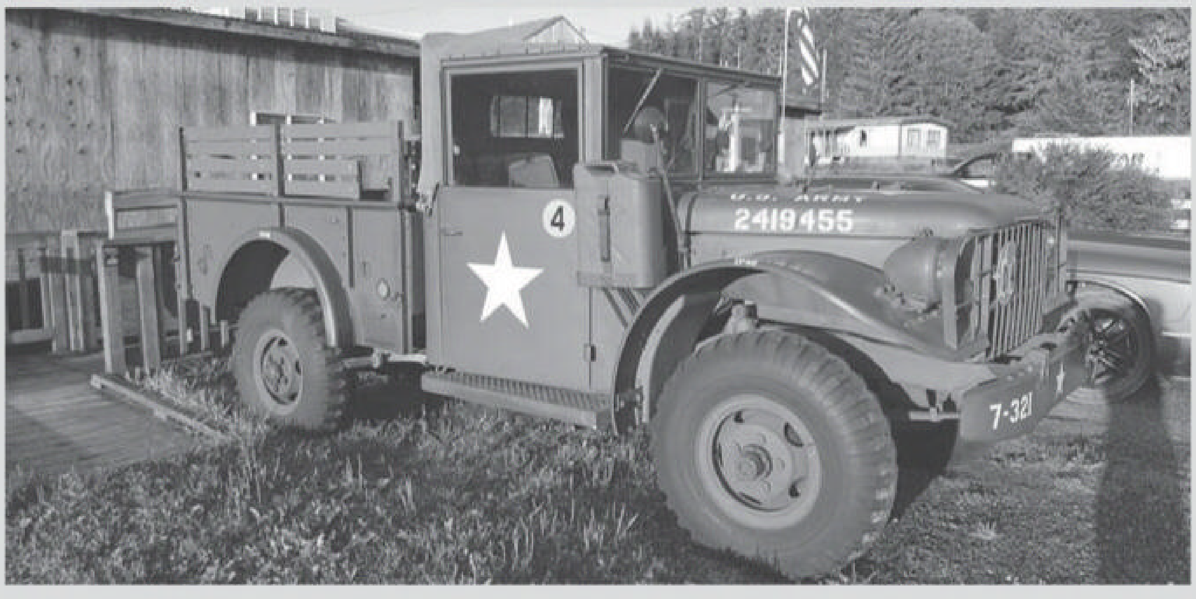


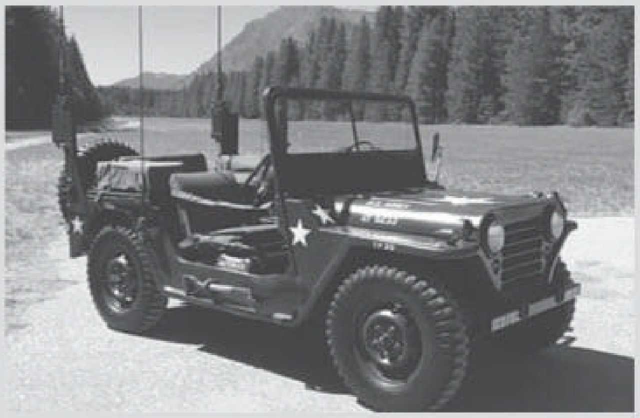
Gregory Dubay found this M35 marked, "Parts only." He hauled it homed and has started the restoration. It had snakes in the gas tank, so he replaced that. He removed the glass, bent the cab back straight with a come-along, installed two batteries, and hit the starter button — it fired up and ran on the second try!



Ronald Jongeling posted these photos of his MAN 8x8: Before and after.

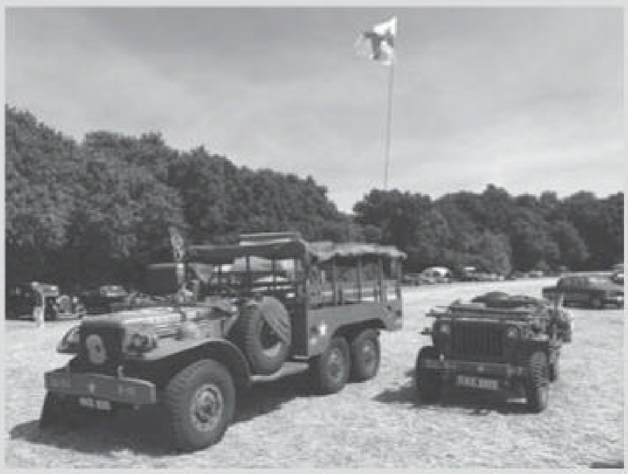


Robert Noble's 1953 M37.

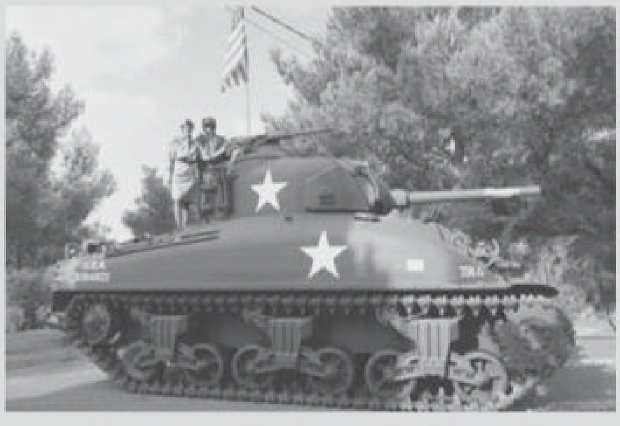


Doug Black's 1964 Kaiser M151A1 at Lake Wenatchee airport, Washington.

Rogelio Gonzalez Trujillo wrote, "Greetings from Acámbaro, Guanajuato, Mexico."



Mark Beadle's WC-62.



Myriam Olivier wrote, "Everything was ready to honor the soldiers who landed in Provence, 75 years ago."

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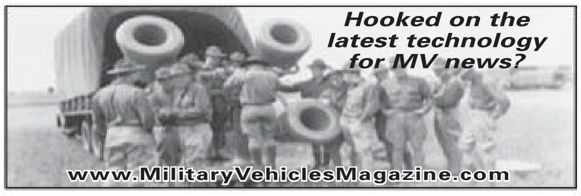

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Calendar continued from page 79

April 28-May 3, Czech Republic, Pilsen. Leave No Man Behind Convoy and Reenactment. Info: https://www.facebook.com/groups/2376670072653506/

May 2-3, GA, Peachtree City. 16th Annual WWII Heritage Days hosted by the Commemorative Air Force (CAF) Dixie Wing CAF Dixie Wing Historical Airpower Facility, Falcon Field. Info: CAF Dixie Wing, 1200 Echo Ct., Peachtree City, GA 30269; (678) 364-1110; wwiihd@wwiidays.org; www.wwiidays.org/

May 14-16, OH, Findlay. 45th Annual MVPA Convention in conjunction with the Findlay Show, Hancock County Fairgrounds, 1017 E Sandusky St. For vendor information, and to reserve space contact: John Cheney II;(419) 349-4795, m2hbcrazy@yahoo.com,for non-vendor information contact: MVPA-HQ; (816) 833-MVPA, (800) 365-5798, or hq@mvpa.org; www.mvpa.org

May 23, KY, Elizabethtown. World War II Battle Reenactment. 1900 Ring Road. Info: Larry Vance; 270-763-3223;

June 5-7, PA, Reading. 30th Annual World War II Weekend. Reading Regional Airport. Info: Russell A. Strine, 610.372.7333; maam@maam.org; www.maam.org/maamwwii.html

June 6, IN, Indianapolis. D-Day Display, Ft Harrison State Park, 5753 Glenn Rd., (46216) enter at N Post Rd. & E 59th St. Presented by the Museum of 20th Century Warfare and Ft Harrison State Park.

June 20-21, WI, Menomonee Falls. WWII Days, Old Falls Village, N96W15791 County Line Rd. Info: 262-250-3901

June 20-21, PA, Nazareth. World War II Living History Weekend – Jacobsburg Historical Society.

July 11-12, IN, Indianapolis. Korean War Weekend, Ft Harrison State Park, 5753 Glenn Rd., (46216) enter at N Post Rd. & E 59th St. Presented by the Museum of 20th Century Warfare and Ft Harrison State Park.

July 18-19, PA, Berwick. Berwick WWII Weekend, 2020, Riverfront Test Track Park, South Eaton Street. Info: Kristen Bogash, STMA Event Coordinator; 570.956.3630; kristen.bogash@gmail.com; www.bringstuiehome.org

For complete schedule of shows and auctions, log onto www.MilitaryTrader.com.

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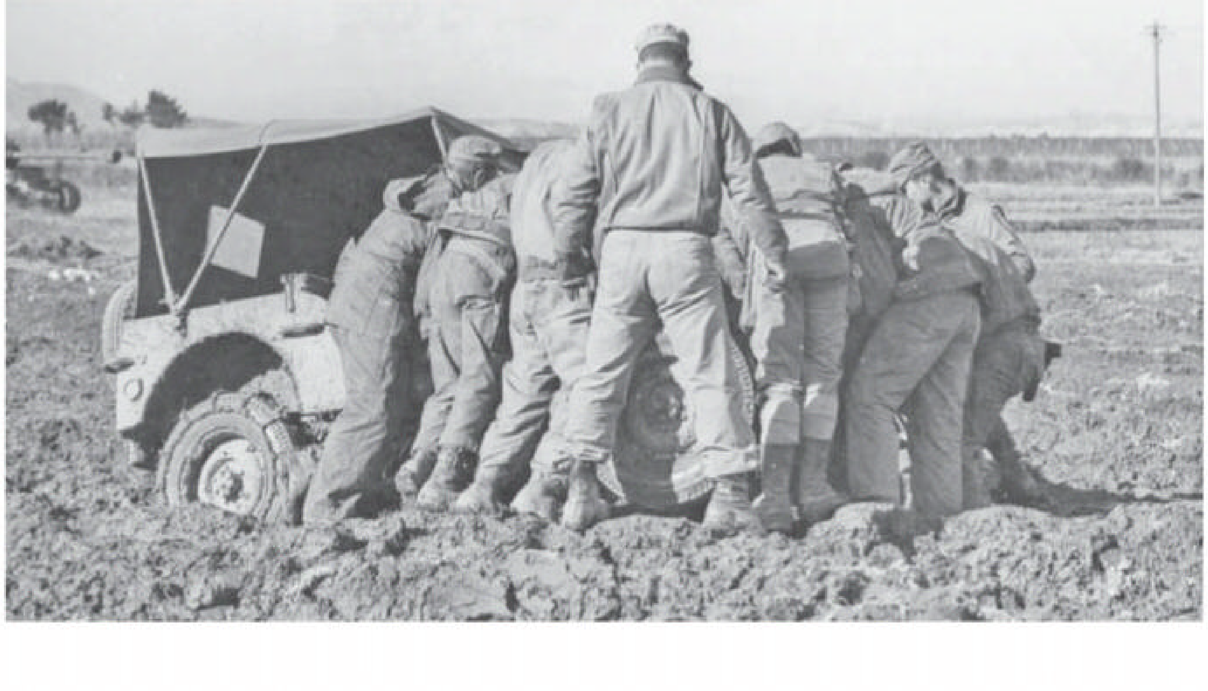

At least seven Marines lift one end of a Tank Co. Jeep out of Korean rice paddy mud. The Jeep finally had to be pushed out by a tank with dozer blade before teh Marines could advance. *1951 Defense Dept. photo by Sgt. W.M. Compton* ✪

If you have a suitable photo for SNAFU, please send it to Editor, *Military Vehicles Magazine*, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481, or email to: jadams-graf@aimmedia.com. All submissions become property of Active Interest Media.

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